

A Message From Governor Quinn



Pat Quinn, Governor

Greetings,

As Governor of the State of Illinois, I am committed to making Illinois roads safer. The *2012 Illinois Crash Facts & Statistics* presents crash data to help the traveling public make better decisions while on Illinois roadways and also provides information about legislative actions affecting travel in Illinois.

As you will note, motor vehicle crashes and non-fatal injuries both have continued to decline. Meanwhile, fatal injuries are down from the most recent five-year average and have remained under 1,000 for the fourth consecutive year. This is a true testament to our motor vehicle safety programs and the motoring public's diligence in safe driving.

Distracted driving continues to be a contributory cause of many motor vehicle crashes in Illinois. This year, in addition to laws prohibiting cell phone use in construction or maintenance speed zones, I have signed new legislation that will ban the use of all hand-held cell phones and texting devices while driving, beginning Jan. 1, 2014. Motorists can use cell phones in voice-operated mode, which includes the use of a headset or cell phones used with single button activation. I also signed legislation making texting or using a cell phone while driving a commercial motor vehicle a serious traffic violation.

We all share a responsibility in making travel on Illinois roadways safe. Always wear your safety belt whether you are a driver or a passenger, make sure children are secured in properly installed safety seats, never drive while impaired or distracted, and always be aware of your surroundings and the need to drive safely at all times. We appreciate you traveling in Illinois, and I hope you will always make your primary goal while driving to arrive at your destination safely.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn". The signature is written in a cursive, flowing style.

Pat Quinn
Governor

Welcome to Crash Facts for 2012,

At the Illinois Department of Transportation, our mission is to provide safe, cost-effective transportation that enhances the quality of life, promotes economic prosperity and demonstrates respect for our environment. Among the many guiding principles that aid us in accomplishing this mission, safety is paramount.

Click It or Ticket, Driver Sober or Get Pulled Over, Don't Text and Drive, Start Seeing Motorcycles and Operation Teen Safe Driving, are a few of our program slogans that help educate drivers and remind them of the importance of safety on Illinois roadways. With more than 140,000 miles of roads and streets in Illinois, along with the fifth busiest interstate system in the nation, improved safe-driving habits are increasingly important in keeping us safe.

In 2012, a total of 956 fatalities resulted from motor vehicle crashes on Illinois public roadways. This total is down from the most recent five-year average, and 2012 marked the fourth consecutive year with traffic-related fatalities below 1,000. Meanwhile, reportable crashes and injuries due to crashes continued to decline.

This publication—2012 Illinois Crash Facts & Statistics—summarizes Illinois' traffic safety experience and provides information pertaining to safety programs and key events in the state's history of traffic-safety related legislation.

Whether you travel by motorized vehicle, bicycle or are just out for a walk, please be mindful of your surroundings, utilize available safety equipment, avoid distractions and be responsible. Working together, we can make Illinois a safer place to travel.

Sincerely,



Ann L. Schneider
Secretary

A Message From Secretary Schneider



Ann L. Schneider, Secretary

2012 Illinois Crash Facts and Statistics

The Illinois Department of Transportation's Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Ann L. Schneider
Secretary



John A. Webber
Interim Director
Division of Traffic Safety

Compiled by: Illinois Department of Transportation
Division of Traffic Safety
Crash Information Staff
Crash Records Staff

IMPORTANT NOTE

The law regarding the reporting threshold for property damage only crashes was amended, effective January 1, 2009, as follows:

When all drivers involved in a crash are insured, the amount of damage to any one person's property that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. The change did not affect the reporting of injury or fatal crashes.

The noticeable decline in property damage crashes may have been influenced by IDOT's safety efforts; however, part of the decline is attributable to this change in the crash reporting threshold.

There were 76,352 crashes reported in 2012 for which damage to any one person's property totaled between \$501 and \$1,500.

Table of Contents

| | |
|---|----|
| Crash Data Overview..... | 8 |
| 23 County Map..... | 10 |
| Illinois' Highway Safety Clock..... | 11 |
| Crashes by Day of Week and Time of Day..... | 12 |
| Fatal Crashes by Day of Week and Time of Day..... | 13 |
| "A" Injury Crashes by Day of Week and Time of Day..... | 14 |
| Crashes by Type of Roadway..... | 15 |
| Crashes by Type of Collision..... | 16 |
| Work Zone Crashes..... | 17 |
| Large Trucks Involved in Work Zone Crashes by Crash Severity..... | 18 |
| Fatal Work Zone Crashes by Time of Day and Day of Week..... | 18 |
| Deer Crashes..... | 19 |
| Pedestrian and Pedalcycle Crashes..... | 20 |
| Train Crashes..... | 21 |
| County Motor Vehicle Crash Statistics..... | 22 |
| Person Data Overview..... | 26 |
| 23 County Map..... | 27 |
| Illinois Fatalities and Vehicle Miles Traveled 1993-2012..... | 28 |
| Drivers Involved in Crashes by Age and Crash Severity..... | 29 |
| Drivers Involved in Fatal Crashes by Age and Location..... | 30 |
| Injuries by Person Type, Age and Gender..... | 31 |

2012 Illinois Crash Facts and Statistics

Table of Contents

| | |
|---|----|
| "A" Injuries by Person Type, Age and Gender | 32 |
| Fatalities by Person Type, Age and Gender | 33 |
| Teen Fatalities by Age and Person Type | 34 |
| Pedestrian..... | 35 |
| Pedalcyclist..... | 36 |
| Motorcyclist..... | 37 |
| Occupant Restraint Usage for Persons Killed and Injured..... | 38 |
| Alcohol-Related Fatal Crashes Overview | 41 |
| Drivers Killed by Age and BAC | 42 |
| Fatal Alcohol-Related Crashes by Time of Day and Day of Week..... | 42 |
| Fatal Crashes During the Holidays | 43 |
| Pedestrians and Pedalcyclists Killed by Age and BAC | 44 |
| Vehicle Data Overview..... | 46 |
| Registered Motor Vehicles by Type..... | 47 |
| Motor Vehicles Involved in Crashes..... | 47 |
| Tractor-Trailer Crashes | 48 |
| School Bus Crashes | 49 |
| Motorcycle Crashes | 50 |
| Taxi Cabs Involved in Crashes by Collision Type and Crash Severity..... | 51 |
| Division of Traffic Safety Programs | 53 |
| Glossary..... | 54 |

Crash Data

Crash Data Overview

Each year, the Division of Traffic Safety (DTS) at IDOT identifies traffic safety problems using existing crash reports. The process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas, such as seat belt and impaired driving. These two areas have been determined by the National Highway Traffic Safety Administration to be the most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. During the last ten years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. These 23 counties account for 87.0 percent of the total crashes, 87.3 percent of the injury crashes, 77.8 percent of the A-Injury crashes, and 70.1 percent of the fatal crashes in 2012.

Table 1 below shows the breakdown of these 23 counties and their percentage of the overall crashes by severity.

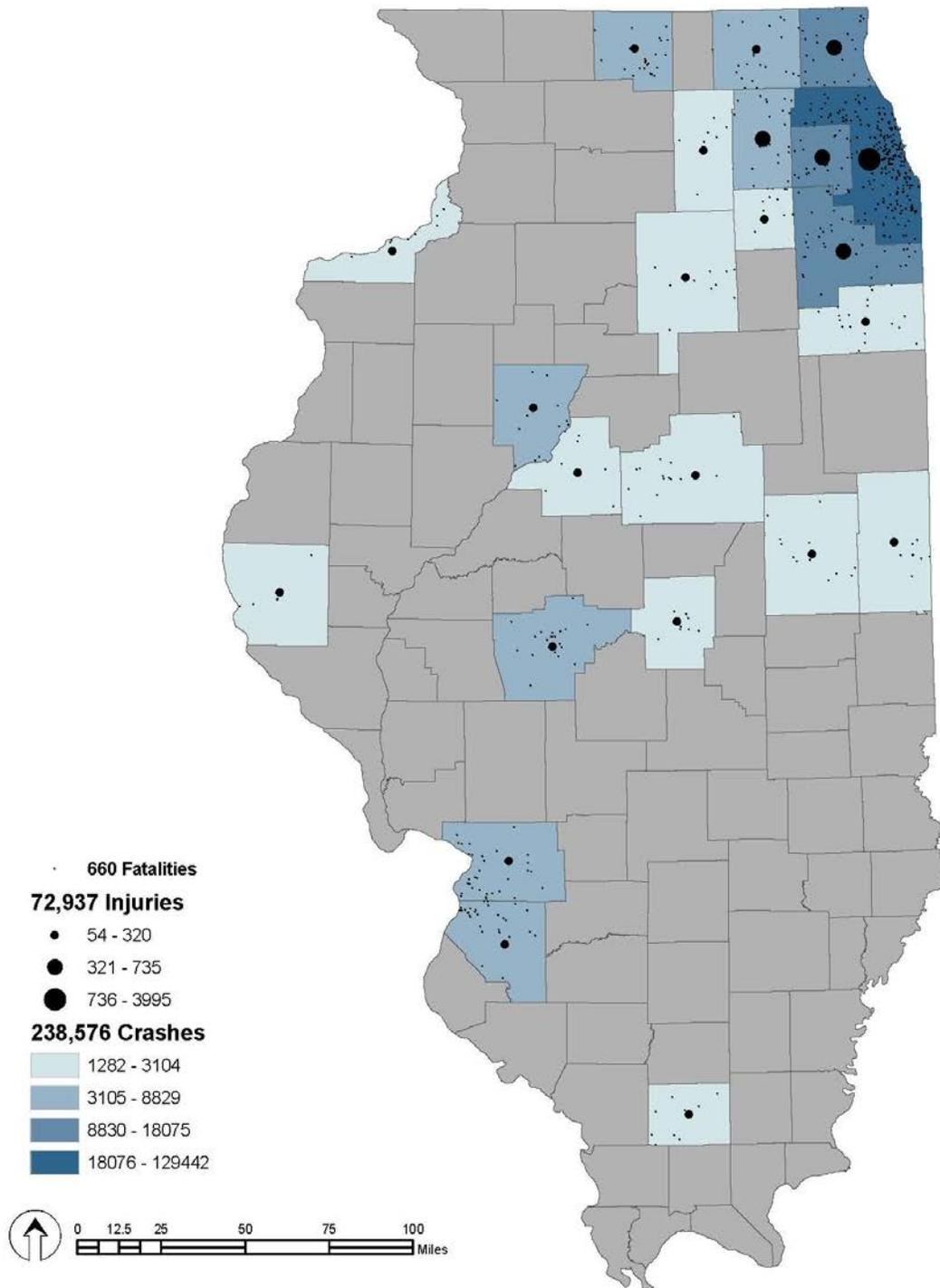
Table 1: Frequency and Percent Distributions of Total Crashes by Crash Severity within the 23 Counties

| County | Total Crashes | % | Fatal Crashes | % | Injury Crashes | % | "A" Injury Crashes | % |
|------------------|---------------|--------|---------------|--------|----------------|--------|--------------------|--------|
| Cook | 131,402 | 47.9% | 252 | 28.4% | 26,624 | 44.2% | 3,176 | 32.9% |
| DuPage | 18,227 | 6.6% | 21 | 2.4% | 4,167 | 6.9% | 611 | 6.3% |
| Lake | 11,884 | 4.3% | 24 | 2.7% | 3,077 | 5.1% | 353 | 3.7% |
| Will | 11,689 | 4.3% | 43 | 4.9% | 2,618 | 4.3% | 426 | 4.4% |
| Kane | 8,963 | 3.3% | 22 | 2.5% | 2,381 | 4.0% | 381 | 3.9% |
| Winnebago | 5,957 | 2.2% | 24 | 2.7% | 1,377 | 2.3% | 188 | 1.9% |
| St. Clair | 5,353 | 2.0% | 27 | 3.0% | 1,278 | 2.1% | 228 | 2.4% |
| Madison | 5,127 | 1.9% | 34 | 3.8% | 1,180 | 2.0% | 239 | 2.5% |
| Peoria | 4,765 | 1.7% | 12 | 1.4% | 1,119 | 1.9% | 149 | 1.5% |
| McHenry | 4,708 | 1.7% | 22 | 2.5% | 1,186 | 2.0% | 160 | 1.7% |
| Sangamon | 4,646 | 1.7% | 20 | 2.3% | 1,164 | 1.9% | 221 | 2.3% |
| McLean | 3,155 | 1.2% | 14 | 1.6% | 762 | 1.3% | 141 | 1.5% |
| Rock Island | 3,065 | 1.1% | 8 | 0.9% | 717 | 1.2% | 101 | 1.0% |
| Champaign | 3,059 | 1.1% | 12 | 1.4% | 696 | 1.2% | 195 | 2.0% |
| Tazewell | 2,498 | 0.9% | 7 | 0.8% | 637 | 1.1% | 136 | 1.4% |
| Macon | 2,373 | 0.9% | 9 | 1.0% | 589 | 1.0% | 136 | 1.4% |
| Kankakee | 2,231 | 0.8% | 19 | 2.1% | 565 | 0.9% | 133 | 1.4% |
| LaSalle | 2,061 | 0.8% | 10 | 1.1% | 481 | 0.8% | 149 | 1.5% |
| Williamson | 1,540 | 0.6% | 10 | 1.1% | 437 | 0.7% | 122 | 1.3% |
| Vermilion | 1,525 | 0.6% | 8 | 0.9% | 417 | 0.7% | 85 | 0.9% |
| Kendall | 1,525 | 0.6% | 11 | 1.2% | 421 | 0.7% | 56 | 0.6% |
| DeKalb | 1,439 | 0.5% | 7 | 0.8% | 401 | 0.7% | 78 | 0.8% |
| Adams | 1,302 | 0.5% | 5 | 0.6% | 305 | 0.5% | 44 | 0.8% |
| 23- County Total | 238,494 | 87.0% | 621 | 70.1% | 52,599 | 87.3% | 7,508 | 77.8% |
| Statewide | 274,111 | 100.0% | 886 | 100.0% | 60,252 | 100.0% | 9,648 | 100.0% |

Crash Overview

- ✚ There were 274,111 crashes involving motor vehicles in Illinois in 2012. Injury crashes account for 22.0 percent of these crashes (60,252), while fatal crashes (886) account for less than 1 percent of these overall crashes.
- ✚ Crashes involving an "A" injury account for 16.0 percent of the injury crashes statewide in 2012.
- ✚ Crashes involving pedestrians account for 1.7 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 94.1 percent of the total statewide pedestrian crashes, 94.4 percent of the total statewide pedestrian fatal crashes and 72.4 percent of the statewide pedestrian injury crashes in 2012.
- ✚ Crashes involving pedalcyclists account for 1.3 percent of the overall crashes statewide. 92.6 percent of the total pedalcyclist crashes, 93.0 percent of the fatal pedalcyclist crashes and 82.7 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- ✚ Crashes involving speed account for 29.9 percent of the overall crashes, 24.5 percent of the fatal crashes, and 34.1 percent of the injury crashes in 2012. Crashes involving speed within these 23 counties account for 90.0 percent of these total statewide speed-related crashes, 67.3 percent of the fatal speed-related crashes and 87.4 percent of the speed-related crashes involving an injury.
- ✚ Crashes involving motorcycles account for 1.5 percent of the total crashes, 16.7 percent of the fatal crashes and 5.0 percent of the injury crashes statewide. 79.3 percent of these total crashes, 73.6 percent of the fatal crashes and 78.3 percent of the injury crashes occurred within these 23 counties.
- ✚ Crashes involving tractor-trailers account for 3.6 percent of the overall crashes, 9.1 percent of fatal crashes and 2.7 percent of the injury crashes statewide. 82.6 percent of the overall crashes, 55.6 percent of the fatal crashes and 79.4 percent of the injury crashes involving tractor-trailers occurred within these 23 counties.
- ✚ Crashes occurring in work zone account for 1.7 percent of the total crashes, 2.1 percent of fatal crashes, and 1.8 percent of the injury crashes statewide. 92.2 percent of the total work zone crashes, 63.2 percent of the fatal work zone crashes and 94.0 percent of the work zone injury crashes occurred within the 23 counties.

23-County Model Crashes, 2012

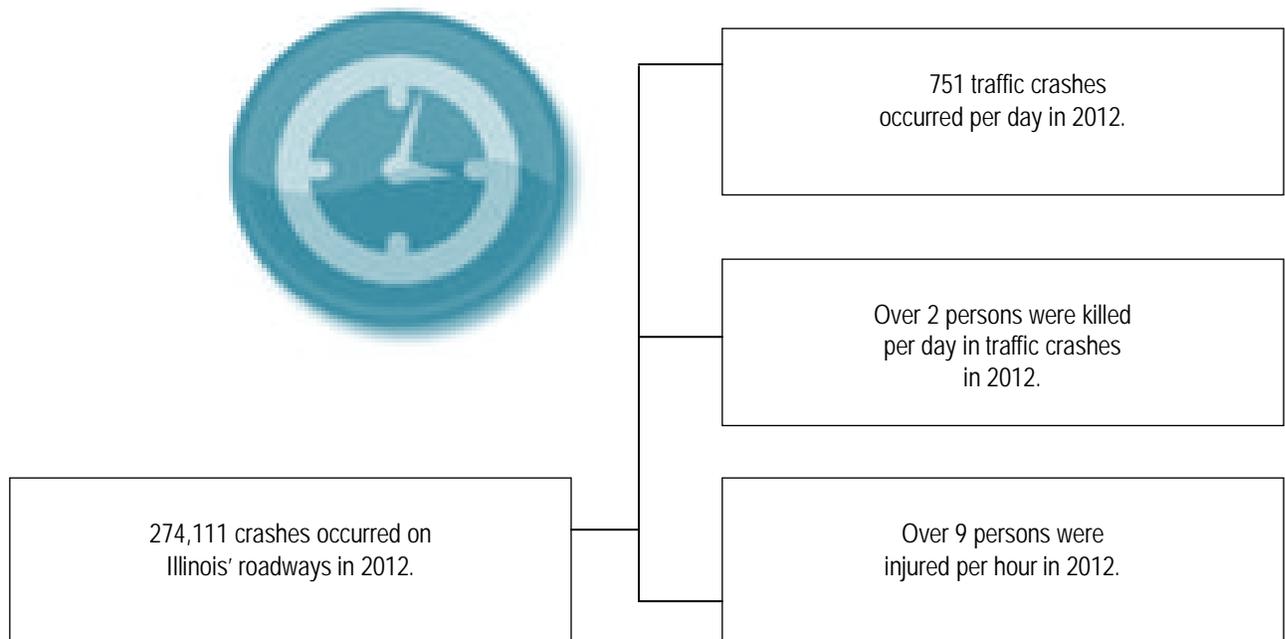


2012 Illinois Crash Facts and Statistics

| | |
|--|-----------------|
| Registered Motor Vehicles | 10,186,671 |
| Licensed Drivers | 8,840,976 |
| Vehicle Miles Traveled | 104,456,093,156 |
| Total Crashes | 274,111 |
| Total Injuries | 83,768 |
| "A" Type Injuries* | 12,401 |
| Total Deaths | 956 |
| Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled) | 0.92 |

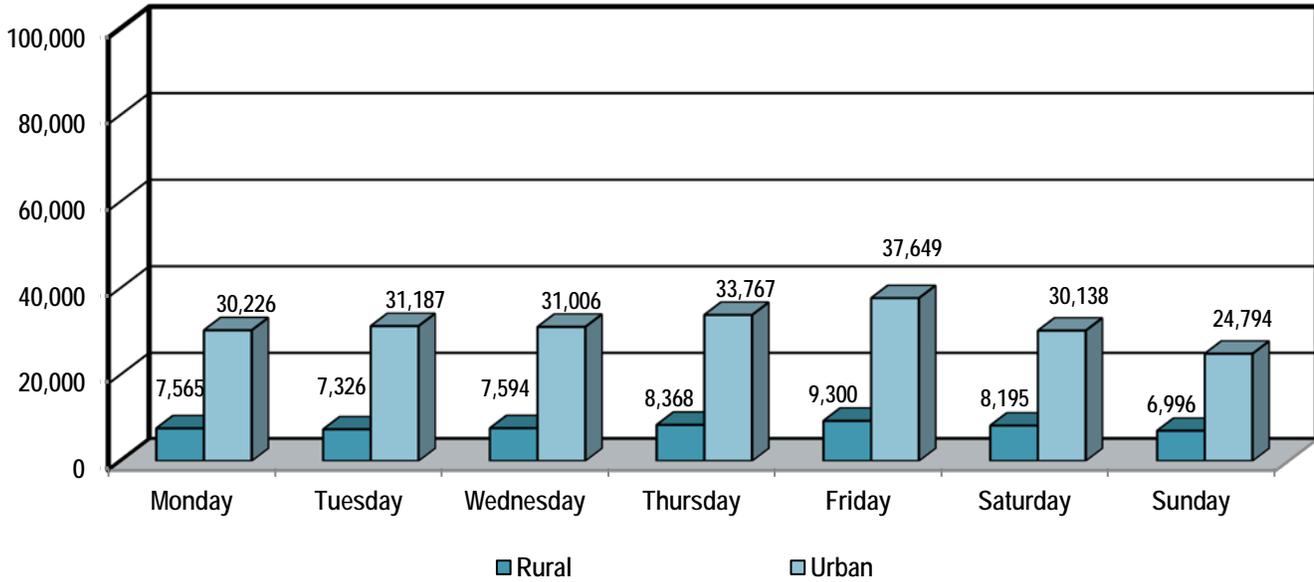
*"A" Type Injury (Incapacitating Injury) is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

Illinois' Highway Safety Clock



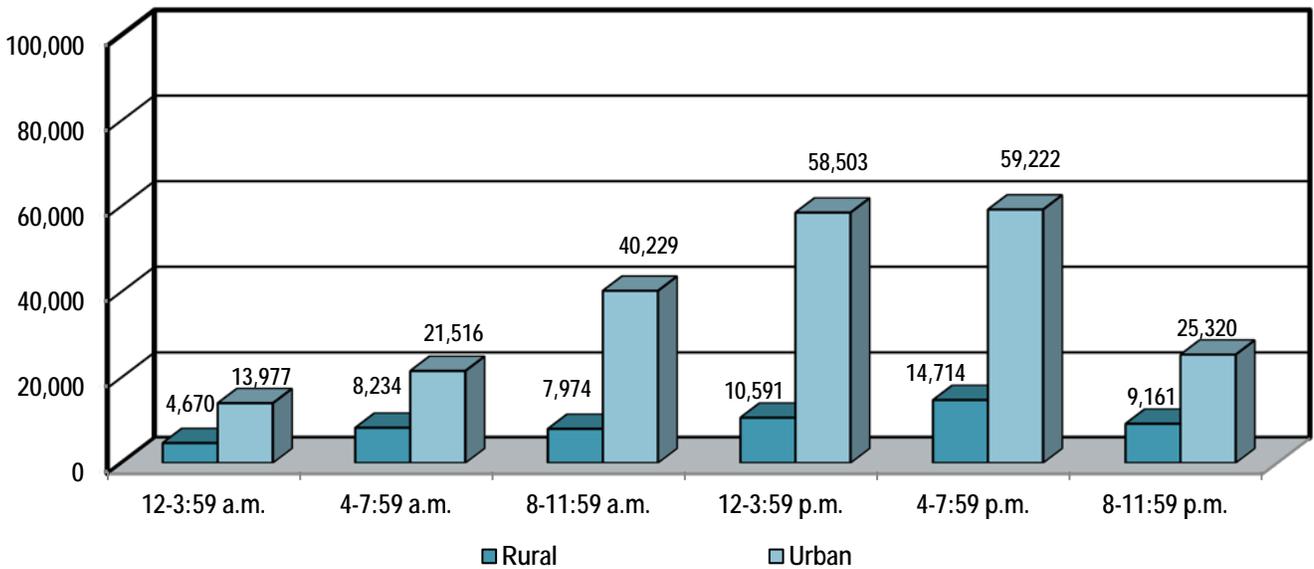
2012 Illinois Crash Facts and Statistics

Crashes by Day of Week



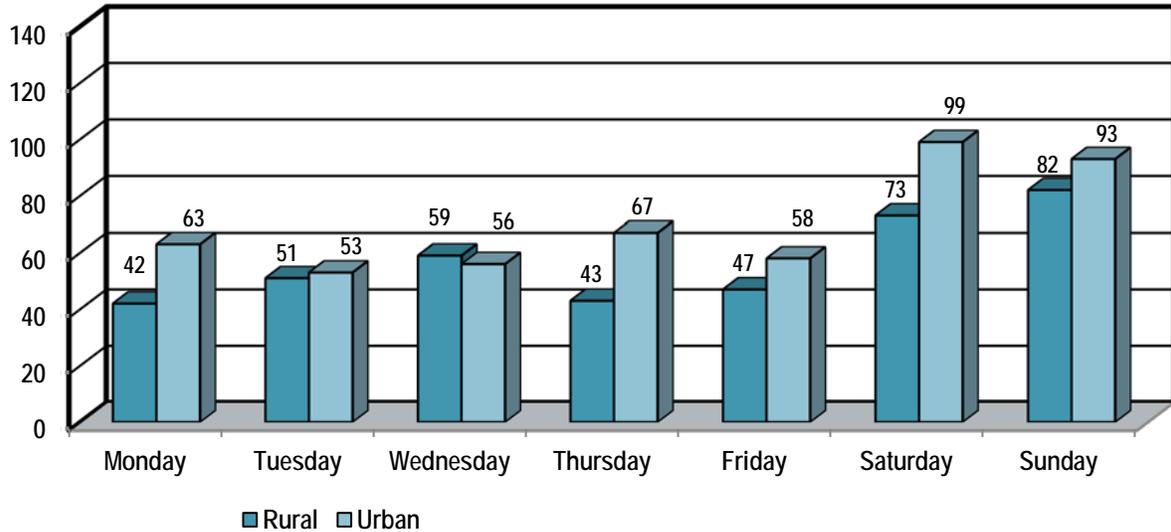
The greatest number of crashes occurred on Friday with 37,649 crashes in urban location and 9,300 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



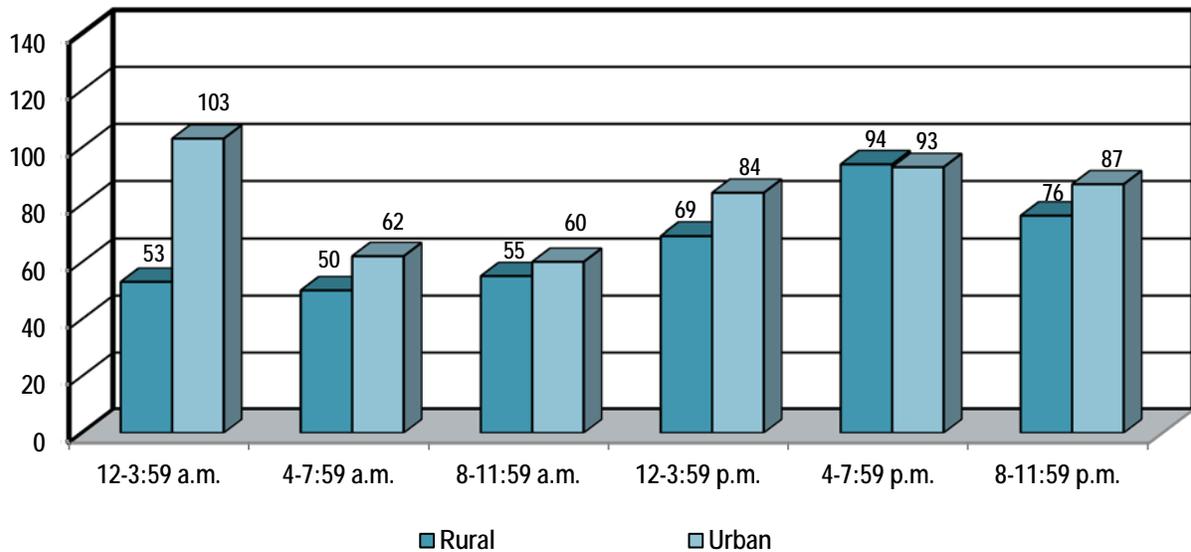
69.8 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 82.6 percent of these crashes occurred on urban roadways.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Sunday with 93 crashes in urban location and 82 crashes in rural locations. The second largest number of crashes occurred on Saturday.

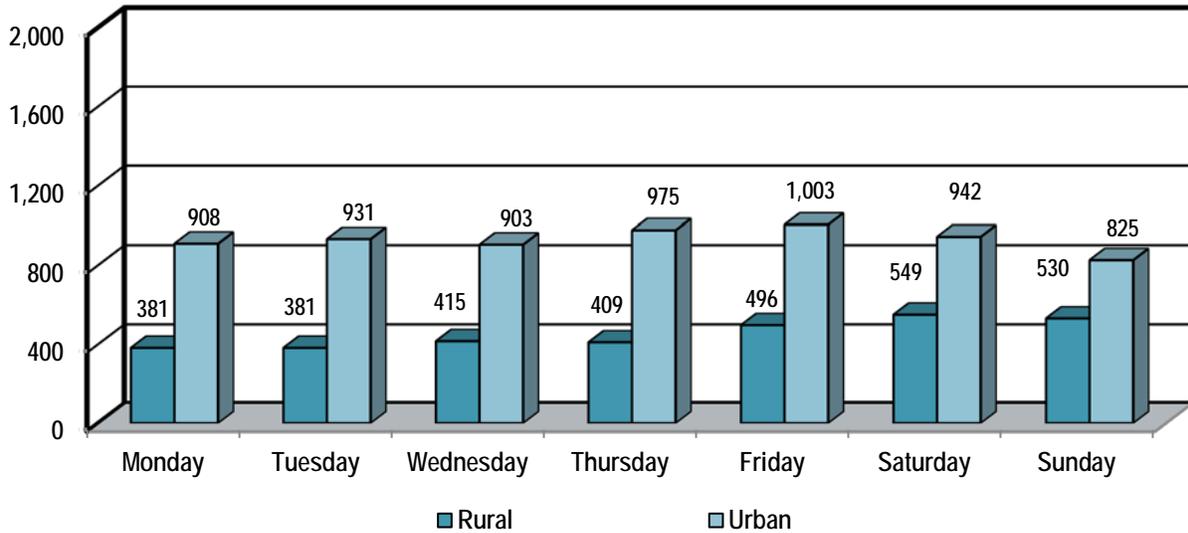
Fatal Crashes by Time of Day



57.1 percent of all fatal crashes occurred between 4:00 p.m. and 3:59 a.m. 55.9 percent of these crashes occurred on urban roadways (238 crashes).

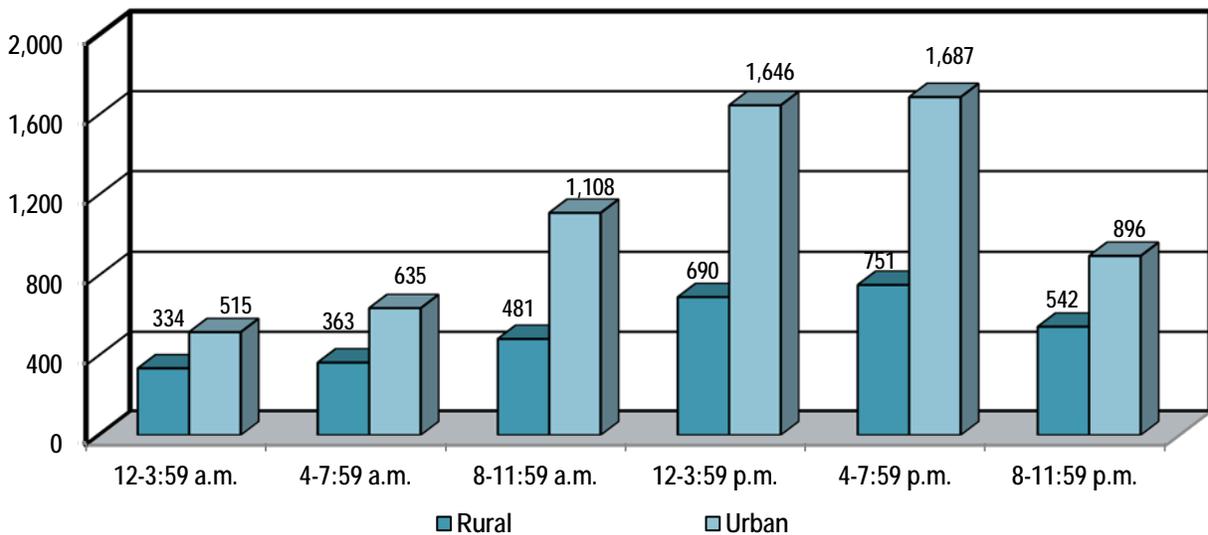
2012 Illinois Crash Facts and Statistics

"A" Injury Crashes by Day of Week



The greatest number of A-injury crashes occurred on Friday with 1,003 crashes in urban location and 496 crashes in rural locations. The second largest number of A-injury crashes occurred on Saturday.

"A" Injury Crashes by Time of Day



49.0 percent of all A-injury crashes occurred between 4:00 p.m. and 3:59 a.m. 65.6 percent of these A-injury crashes occurred on urban roadways.

2012 Illinois Crash Facts and Statistics

Crashes by Type of Roadway

| TYPE OF ROADWAY | CRASH SEVERITY | | | Total |
|------------------------|----------------|---------------|--------------|----------------|
| | Fatal | Injury | "A" Injury | |
| URBAN | | | | |
| State Highways | 156 | 13,936 | 1,921 | 53,995 |
| <i>Percent</i> | <i>17.6</i> | <i>23.1</i> | <i>19.9</i> | <i>19.9</i> |
| Interstate Type Roads | 69 | 2,825 | 465 | 16,370 |
| <i>Percent</i> | <i>7.8</i> | <i>4.7</i> | <i>4.8</i> | <i>5.9</i> |
| City Streets and Roads | 264 | 31,074 | 4,101 | 148,401 |
| <i>Percent</i> | <i>29.8</i> | <i>51.6</i> | <i>42.5</i> | <i>54.1</i> |
| Unmarked State Routes | 0 | 1 | 0 | 1 |
| <i>Percent</i> | <i>0.0</i> | <i>0.0</i> | <i>0.0</i> | <i>0.0</i> |
| Urban Total | 489 | 47,836 | 6,487 | 218,767 |
| <i>Percent</i> | <i>55.2</i> | <i>79.4</i> | <i>67.2</i> | <i>79.8</i> |
| RURAL | | | | |
| State Highways | 133 | 2,038 | 630 | 8,933 |
| <i>Percent</i> | <i>15.0</i> | <i>3.4</i> | <i>6.5</i> | <i>3.3</i> |
| Interstate Type Roads | 31 | 401 | 138 | 2,325 |
| <i>Percent</i> | <i>3.5</i> | <i>0.7</i> | <i>1.4</i> | <i>0.9</i> |
| County and Local Roads | 217 | 5,763 | 1,580 | 22,878 |
| <i>Percent</i> | <i>24.5</i> | <i>9.6</i> | <i>16.4</i> | <i>8.4</i> |
| Unmarked State Routes | 16 | 4,214 | 813 | 21,208 |
| <i>Percent</i> | <i>1.8</i> | <i>6.9</i> | <i>8.4</i> | <i>7.7</i> |
| Rural Total | 397 | 12,416 | 3,161 | 55,344 |
| <i>Percent</i> | <i>44.8</i> | <i>20.6</i> | <i>32.8</i> | <i>20.2</i> |
| TOTAL | 886 | 60,252 | 9,648 | 274,111 |
| <i>Percent</i> | <i>100.0</i> | <i>100.0</i> | <i>100.0</i> | <i>100.0</i> |

In 2012, there were 274,111 total crashes, 79.8 percent of these crashes occurred on urban roadways. By comparison, 79.4 percent of all injury crashes occurred on urban roadways.

2012 Illinois Crash Facts and Statistics

Crashes by Type of Collision

| TYPE OF COLLISION | CRASH SEVERITY | | | Total |
|------------------------------|----------------|---------------|--------------|----------------|
| | Fatal | Injury | "A" Injury | |
| Vehicle Overturned | 63 | 2,081 | 636 | 3,560 |
| Pedestrian | 134 | 4,517 | 843 | 4,762 |
| Train | 6 | 20 | 10 | 57 |
| Pedalcyclist | 28 | 3,209 | 429 | 3,423 |
| Animal | 4 | 597 | 106 | 16,259 |
| Fixed Object | 278 | 8,355 | 2,040 | 31,701 |
| Other Object | 7 | 325 | 69 | 2,134 |
| Other Noncollision | 9 | 658 | 167 | 2,288 |
| Parked | 16 | 1,468 | 215 | 32,249 |
| Rear-End | 63 | 17,462 | 1,612 | 79,680 |
| Head-On | 96 | 897 | 293 | 2,045 |
| Sideswipe-Same Direction | 19 | 2,235 | 294 | 23,565 |
| Sideswipe-Opposite Direction | 17 | 644 | 138 | 3,139 |
| Angle | 67 | 8,631 | 1,416 | 31,747 |
| Turning | 79 | 9,153 | 1,380 | 37,502 |
| TOTAL | 886 | 60,252 | 9,648 | 274,111 |

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 31.4 percent of all fatal crashes in 2012. Rear-end collisions comprise the highest number of injury crashes, resulting in 29.0 percent of all injury crashes in 2012. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 29.1 percent of total crashes.

Work Zone Crashes

A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices that mark the beginning and end of a construction, maintenance, or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving work activity is designated by warning signs or signals.

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone, or an approach to or exit from a work zone, resulting in activity, behavior, or control related to the movement of the traffic units through the work zone.

Workers do not have to be present at the time of the crash to be considered a work zone crash.

| | |
|---------------------------|-------|
| Total Crashes | 4,764 |
| Fatal Crashes | 19 |
| Injury Crashes | 1,105 |
| "A" Injury Crashes | 172 |
| Persons Killed | 19 |
| Persons Injured | 1,586 |

CRASHES BY TYPE OF ROADWAY

| | |
|------------------------|--------------|
| URBAN | |
| State Routes | 1,038 |
| Interstate Type Roads | 764 |
| City Streets and Roads | 1,769 |
| Unmarked Routes | 0 |
| Urban Total | 3,571 |
| RURAL | |
| State Routes | 78 |
| Interstate Type Roads | 66 |
| County and Local Roads | 133 |
| Unmarked Routes | 916 |
| Rural Total | 1,193 |

"A" INJURIES AND FATALITIES BY PERSON TYPE

| Person Type | "A" Injuries | Fatalities |
|---------------|--------------|------------|
| Drivers | 151 | 13 |
| Passengers | 71 | 3 |
| Workers | 10 | 2 |
| Pedestrians | 8 | 1 |
| Pedalcyclists | 4 | 0 |

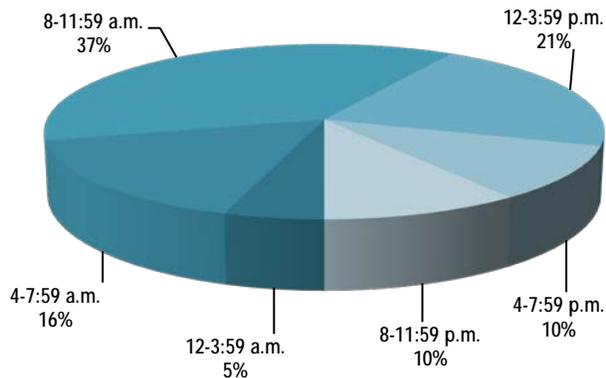
2012 Illinois Crash Facts and Statistics

Large Trucks Involved in Work Zone Crashes By Crash Severity

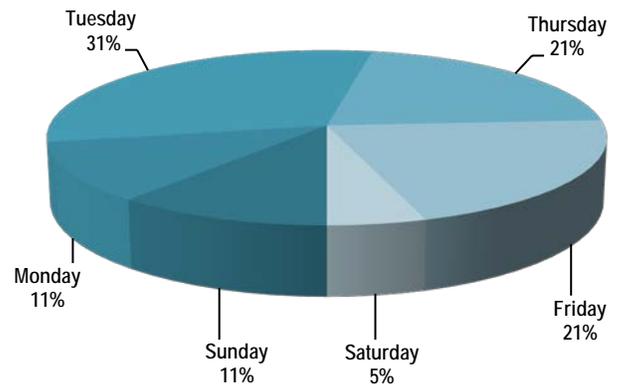
| TRUCK TYPE | CRASH SEVERITY | | | | Total |
|----------------------------|----------------|------------|------------|-----------------|------------|
| | Fatal | Injury | "A" Injury | Property Damage | |
| Tractor with Semi Trailer | 7 | 76 | 13 | 543 | 626 |
| Bob Tail | 0 | 3 | 0 | 21 | 24 |
| Single Unit Straight Truck | 5 | 33 | 6 | 186 | 224 |
| TOTAL | 12 | 112 | 19 | 750 | 874 |

Fatal Work Zone Crashes by Time of Day and Day of Week

Time of Day



Day of Week



There were no crashes occurring in work zones on a Wednesday in 2012.

Deer Crashes

In 2012, there were 15,488 crashes involving deer. Deer crashes account for about 6.0 percent of the total crashes.

19.8 percent of deer crashes occurred during daylight hours; 68.8 percent occurred in darkness. Approximately 83.0 percent of deer crashes were on rural roadways, with 3,090 of these crashes on state routes.

| | |
|--------------------|--------|
| Total Crashes | 15,488 |
| Fatal Crashes | 4 |
| Injury Crashes | 522 |
| "A" Injury Crashes | 95 |
| Persons Killed | 4 |
| Persons Injured | 608 |

CRASHES BY LIGHT CONDITION

| | |
|-----------------------|---------------|
| Daylight | 3,065 |
| Dawn | 931 |
| Dusk | 635 |
| Darkness | 9,979 |
| Darkness-Road Lighted | 675 |
| Unknown | 203 |
| TOTAL | 15,488 |

"A" INJURIES AND FATALITIES BY TYPE OF ROADWAY

| Type of Roadway | "A" Injuries | Fatalities |
|------------------------|--------------|------------|
| URBAN | | |
| State Routes | 2 | 0 |
| Interstate Type Roads | 6 | 0 |
| City Streets and Roads | 2 | 0 |
| Unmarked Routes | 0 | 0 |
| Urban Total | 10 | 0 |
| RURAL | | |
| State Routes | 22 | 0 |
| Interstate Type Roads | 5 | 0 |
| County and Local Roads | 53 | 4 |
| Unmarked Routes | 20 | 0 |
| Rural Total | 100 | 4 |

2012 Illinois Crash Facts and Statistics

Pedestrian and Pedalcycle Crashes

| | PEDESTRIAN | | | PEDALCYCLE | | |
|---|------------------------------|--------------|------------|------------------------------|--------------|------------|
| Total Crashes | 4,930 | | | 3,453 | | |
| Fatal Crashes | 139 | | | 29 | | |
| Injury Crashes | 4,665 | | | 3,233 | | |
| "A" Injury Crashes | 890 | | | 432 | | |
| Property Damage Crashes | 126 | | | 191 | | |
| Number of Crashes by Type of Roadway | | | | | | |
| | PEDESTRIAN Crash Severity | | | PEDALCYCLE Crash Severity | | |
| | Fatal | Injury | "A" Injury | Fatal | Injury | "A" Injury |
| Urban | | | | | | |
| State Routes | 37 | 635 | 152 | 7 | 522 | 70 |
| Interstate Type Roads | 10 | 21 | 10 | 0 | 2 | 0 |
| City Streets and Roads | 74 | 3,763 | 647 | 12 | 2,551 | 330 |
| Unmarked Routes | 0 | 0 | 0 | 0 | 0 | 0 |
| Urban Total | 121 | 4,419 | 809 | 19 | 3,075 | 400 |
| Rural | | | | | | |
| State Routes | 5 | 19 | 8 | 3 | 17 | 3 |
| Interstate Type Roads | 6 | 1 | 0 | 0 | 0 | 0 |
| County and Local Roads | 7 | 119 | 38 | 6 | 83 | 20 |
| Unmarked Routes | 0 | 107 | 35 | 1 | 58 | 9 |
| Rural Total | 18 | 246 | 81 | 10 | 158 | 32 |
| Number of Crashes by Light Condition | | | | | | |
| | PEDESTRIAN Crash Severity | | | PEDALCYCLE Crash Severity | | |
| | Fatal | Injury | "A" Injury | Fatal | Injury | "A" Injury |
| Light Condition | | | | | | |
| Daylight | 47 | 2,825 | 477 | 20 | 2,444 | 328 |
| Dawn | 2 | 52 | 10 | 0 | 32 | 3 |
| Dusk | 2 | 144 | 25 | 0 | 93 | 11 |
| Darkness | 33 | 440 | 122 | 3 | 155 | 22 |
| Darkness-Road Lighted | 54 | 1,131 | 241 | 6 | 475 | 65 |
| Unknown | 1 | 73 | 15 | 0 | 34 | 3 |
| TOTAL | 139 | 4,665 | 890 | 29 | 3,233 | 432 |

Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes and A-injury crashes involving trains account for less than 1.0 percent of all fatal and A-Injury crashes combined in 2012.

Crashes by Type of Traffic Control

| | Fatal | "A" Injury |
|--------------------------|----------|------------|
| RR Gates | 4 | 5 |
| Other RR Crossing Device | 2 | 5 |
| Warning Sign | 0 | 0 |
| Stop Sign/Flasher | 0 | 0 |
| No Control | 0 | 0 |
| TOTAL | 6 | 10 |

| | |
|---------------------------|----|
| Total Crashes | 57 |
| Injury Crashes | 20 |
| "A" Injury Crashes | 10 |
| Fatal Crashes | 6 |
| Persons Killed | 9 |
| Persons Injured | 30 |
| Persons with "A" injuries | 13 |

Fatalities and "A" Injuries by Type of Roadway

| | Fatalities | "A" Injuries |
|------------------------|------------|--------------|
| Urban | | |
| State Routes | 0 | 0 |
| City Streets and Roads | 2 | 4 |
| Urban Total | 2 | 4 |
| Rural | | |
| State Routes | 0 | 0 |
| County and Local Roads | 7 | 9 |
| Rural Total | 7 | 9 |

2012 Illinois Crash Facts and Statistics

County Motor Vehicle Crash Statistics

| COUNTY | CRASHES | FATAL CRASHES | INJURY CRASHES | "A" INJURY CRASHES |
|------------|---------|------------------|-------------------|-----------------------|
| Adams | 1,302 | 5 | 305 | 44 |
| Alexander | 150 | 1 | 39 | 10 |
| Bond | 302 | 2 | 64 | 16 |
| Boone | 803 | 7 | 240 | 66 |
| Brown | 175 | 0 | 17 | 1 |
| Bureau | 748 | 6 | 157 | 31 |
| Calhoun | 149 | 1 | 22 | 11 |
| Carroll | 316 | 4 | 55 | 18 |
| Cass | 272 | 5 | 33 | 9 |
| Champaign | 3,059 | 12 | 696 | 195 |
| Christian | 578 | 7 | 129 | 32 |
| Clark | 419 | 4 | 73 | 22 |
| Clay | 296 | 1 | 59 | 20 |
| Clinton | 553 | 10 | 119 | 38 |
| Coles | 974 | 5 | 206 | 57 |
| Cook | 131,402 | 252 | 26,624 | 3,176 |
| Crawford | 413 | 2 | 66 | 18 |
| Cumberland | 249 | 1 | 49 | 14 |
| DeKalb | 1,439 | 7 | 401 | 78 |
| DeWitt | 282 | 2 | 50 | 14 |
| Douglas | 297 | 8 | 89 | 17 |
| DuPage | 18,227 | 21 | 4,167 | 611 |
| Edgar | 391 | 0 | 87 | 21 |
| Edwards | 129 | 1 | 24 | 4 |
| Effingham | 980 | 9 | 199 | 55 |
| Fayette | 485 | 9 | 108 | 28 |
| Ford | 192 | 3 | 53 | 9 |
| Franklin | 833 | 9 | 230 | 68 |
| Fulton | 917 | 1 | 155 | 45 |
| Gallatin | 137 | 2 | 28 | 11 |
| Greene | 205 | 0 | 37 | 9 |
| Grundy | 874 | 6 | 197 | 44 |
| Hamilton | 150 | 0 | 25 | 3 |
| Hancock | 339 | 0 | 60 | 13 |
| Hardin | 47 | 1 | 11 | 2 |
| Henderson | 209 | 2 | 35 | 11 |
| Henry | 775 | 5 | 163 | 44 |
| Iroquois | 557 | 12 | 123 | 44 |
| Jackson | 1,305 | 5 | 352 | 91 |
| Jasper | 223 | 2 | 41 | 11 |
| Jefferson | 1,053 | 8 | 265 | 93 |
| Jersey | 498 | 4 | 120 | 43 |
| JoDaviess | 553 | 4 | 90 | 32 |
| Johnson | 283 | 2 | 50 | 17 |
| Kane | 8,963 | 22 | 2,381 | 381 |
| Kankakee | 2,231 | 19 | 565 | 133 |
| Kendall | 1,525 | 11 | 421 | 56 |
| Knox | 878 | 3 | 221 | 52 |
| Lake | 11,884 | 24 | 3,077 | 353 |
| LaSalle | 2,061 | 10 | 481 | 149 |
| Lawrence | 302 | 2 | 67 | 16 |

2012 Illinois Crash Facts and Statistics

County Statistics (continued)

| COUNTY | CRASHES | FATAL CRASHES | INJURY CRASHES | "A" INJURY CRASHES |
|---------------|----------------|------------------|-------------------|-----------------------|
| Lee | 738 | 5 | 145 | 32 |
| Livingston | 631 | 7 | 161 | 48 |
| Logan | 545 | 2 | 119 | 32 |
| McDonough | 600 | 6 | 96 | 15 |
| McHenry | 4,708 | 22 | 1,186 | 160 |
| McLean | 3,155 | 14 | 762 | 141 |
| Macon | 2,373 | 9 | 589 | 136 |
| Macoupin | 730 | 4 | 128 | 32 |
| Madison | 5,127 | 34 | 1,180 | 239 |
| Marion | 833 | 3 | 190 | 50 |
| Marshall | 198 | 3 | 45 | 17 |
| Mason | 255 | 4 | 53 | 18 |
| Massac | 310 | 2 | 71 | 17 |
| Menard | 147 | 1 | 25 | 5 |
| Mercer | 241 | 1 | 68 | 27 |
| Monroe | 546 | 5 | 138 | 28 |
| Montgomery | 641 | 6 | 144 | 56 |
| Morgan | 628 | 2 | 140 | 34 |
| Moultrie | 246 | 2 | 58 | 13 |
| Ogle | 773 | 8 | 188 | 34 |
| Peoria | 4,765 | 12 | 1,119 | 149 |
| Perry | 414 | 2 | 84 | 15 |
| Piatt | 209 | 1 | 57 | 23 |
| Pike | 548 | 3 | 55 | 13 |
| Pope | 67 | 2 | 12 | 4 |
| Pulaski | 99 | 2 | 23 | 1 |
| Putnam | 152 | 0 | 24 | 11 |
| Randolph | 624 | 5 | 156 | 52 |
| Richland | 319 | 2 | 61 | 21 |
| Rock Island | 3,065 | 8 | 717 | 101 |
| St. Clair | 5,353 | 27 | 1,278 | 228 |
| Saline | 523 | 2 | 116 | 52 |
| Sangamon | 4,646 | 20 | 1,164 | 221 |
| Schuyler | 224 | 1 | 28 | 5 |
| Scott | 109 | 1 | 17 | 8 |
| Shelby | 407 | 2 | 94 | 25 |
| Stark | 117 | 1 | 26 | 9 |
| Stephenson | 891 | 5 | 166 | 49 |
| Tazewell | 2,498 | 7 | 637 | 136 |
| Union | 356 | 3 | 76 | 22 |
| Vermilion | 1,525 | 8 | 417 | 85 |
| Wabash | 187 | 1 | 37 | 14 |
| Warren | 378 | 2 | 84 | 16 |
| Washington | 337 | 1 | 87 | 31 |
| Wayne | 475 | 3 | 76 | 22 |
| White | 340 | 1 | 47 | 14 |
| Whiteside | 1,042 | 5 | 243 | 71 |
| Will | 11,689 | 43 | 2,618 | 426 |
| Williamson | 1,540 | 10 | 437 | 122 |
| Winnebago | 5,957 | 24 | 1,377 | 188 |
| Woodford | 446 | 3 | 107 | 44 |
| TOTALS | 274,111 | 886 | 60,252 | 9,648 |

Person Data

Person Data

During the last ten years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. These 23 counties account for 87.1 percent of all injuries, 76.6 percent of all A-injuries, and 69.0 percent of the fatalities in 2012.

Table 1 below shows the breakdown of these 23 counties and their percentage of the overall injuries by severity.

Table 1: Frequency and Percent Distributions of Total Injuries and Total Fatalities by Injury Severity within the 23 Counties

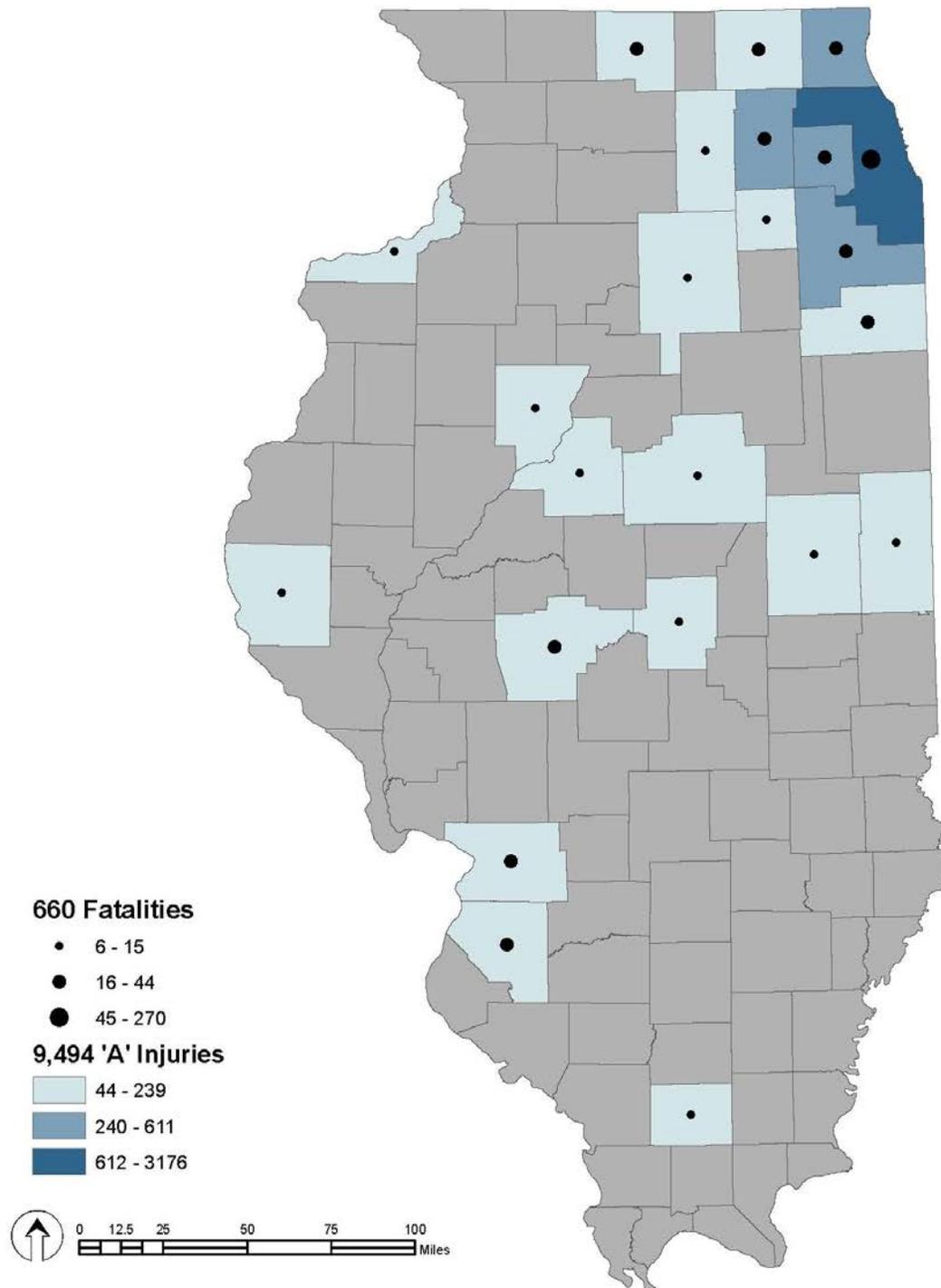
| County | Fatalities | % | Injuries | % | "A"-Injuries | % |
|-------------------------|------------|---------------|---------------|---------------|---------------|---------------|
| Cook | 270 | 28.2% | 36,599 | 43.7% | 3,992 | 32.1% |
| DuPage | 21 | 2.2% | 5,570 | 6.6% | 735 | 5.9% |
| Lake | 24 | 2.5% | 4,344 | 5.1% | 435 | 3.5% |
| Will | 44 | 4.6% | 3,735 | 4.4% | 527 | 4.2% |
| Kane | 23 | 2.4% | 3,337 | 4.0% | 489 | 3.9% |
| Winnebago | 25 | 2.6% | 1,921 | 2.2% | 241 | 1.9% |
| St. Clair | 28 | 2.9% | 1,866 | 2.2% | 301 | 2.4% |
| Madison | 40 | 4.1% | 1,660 | 2.0% | 320 | 2.5% |
| Peoria | 13 | 1.3% | 1,597 | 1.9% | 184 | 1.4% |
| McHenry | 24 | 2.5% | 1,662 | 2.0% | 197 | 1.5% |
| Sangamon | 22 | 2.3% | 1,586 | 1.9% | 277 | 2.2% |
| McLean | 15 | 1.6% | 1,056 | 1.2% | 190 | 1.5% |
| Rock Island | 8 | 0.8% | 976 | 1.1% | 117 | 0.9% |
| Champaign | 12 | 1.3% | 972 | 1.1% | 250 | 2.0% |
| Tazewell | 7 | 0.7% | 908 | 1.0% | 182 | 1.4% |
| Macon | 9 | 0.9% | 842 | 1.0% | 167 | 1.3% |
| Kankakee | 19 | 2.0% | 850 | 1.0% | 193 | 1.5% |
| LaSalle | 11 | 1.1% | 688 | 0.8% | 214 | 1.7% |
| Williamson | 11 | 1.1% | 612 | 0.7% | 155 | 1.2% |
| Vermilion | 8 | 0.8% | 634 | 0.7% | 113 | 0.9% |
| Kendall | 13 | 1.3% | 591 | 0.7% | 69 | 0.5% |
| DeKalb | 7 | 0.7% | 526 | 0.6% | 94 | 0.7% |
| Adams | 6 | 0.6% | 406 | 0.4% | 54 | 0.4% |
| 23- County Total | 660 | 69.0% | 72,938 | 87.1% | 9,496 | 76.6% |
| Statewide | 956 | 100.0% | 83,768 | 100.0% | 12,401 | 100.0% |

2012 Illinois Crash Facts and Statistics

Person Overview

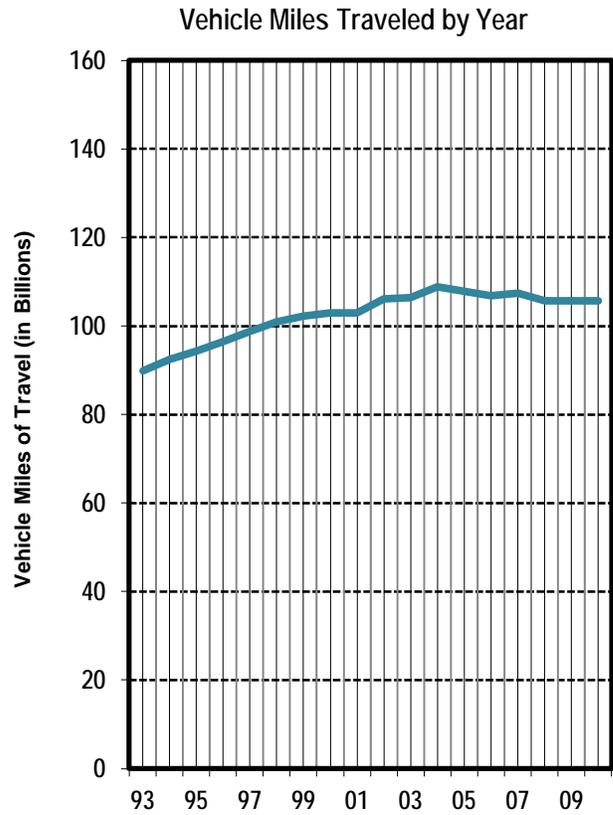
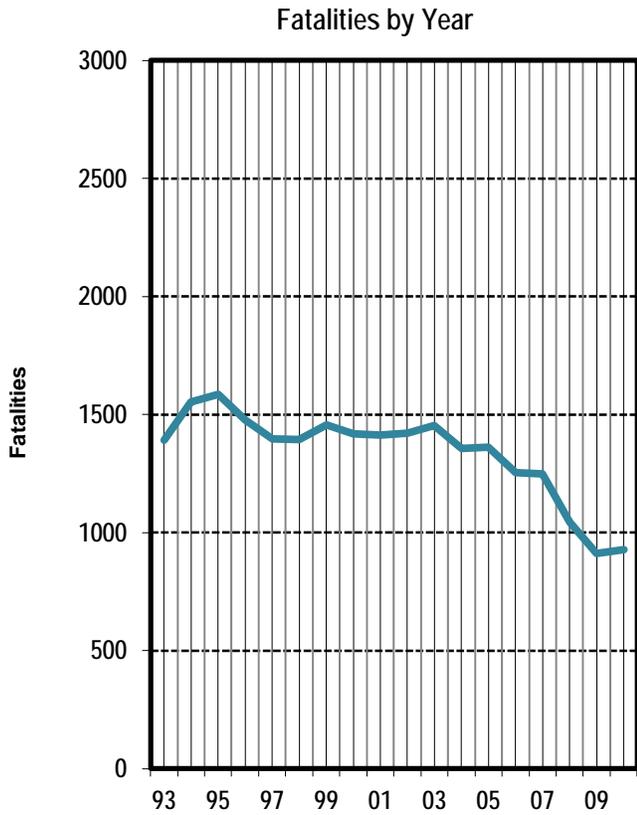
- ✚ There were 83,768 persons injured in motor vehicles crashes in 2012, of these 87.1 percent occurred within the 23 counties.
- ✚ 12,401 persons had "A" type injuries occurring from these crashes, with 76.6 percent of these "A" injuries in the 23 counties.
- ✚ 956 persons were fatally injured in crashes in 2012, 69.0 percent of these within the 23 counties.
- ✚ There were 599 drivers fatally injured in motor vehicles crashes in 2012. 65.6 percent of these drivers were fatally injured in the 23 counties.
- ✚ 187 passengers of a motor vehicle were killed in 2012. 67.4 percent of these passengers were within the 23 counties.
- ✚ 85.6 percent of the fatally injured pedestrians occurred in these 23 counties.
- ✚ 22 of the 29 pedalcyclists were fatally injured within these 23 counties.
- ✚ 110 of the 148 fatally injured motorcyclists, 74.3 percent, were killed within these 23 counties.

23-County Model Crashes, 2012



2012 Illinois Crash Facts and Statistics

Illinois Fatalities and Vehicle Miles Traveled* 1993-2012



| YEAR | FATALITIES | TRAVEL |
|------|------------|--------|
| 1993 | 1,392 | 89.82 |
| 1994 | 1,554 | 92.44 |
| 1995 | 1,586 | 94.32 |
| 1996 | 1,477 | 96.52 |
| 1997 | 1,397 | 98.73 |
| 1998 | 1,393 | 100.97 |
| 1999 | 1,456 | 102.19 |
| 2000 | 1,418 | 102.94 |
| 2001 | 1,414 | 103.01 |
| 2002 | 1,420 | 106.18 |

| YEAR | FATALITIES | TRAVEL |
|------|------------|--------|
| 2003 | 1,454 | 106.46 |
| 2004 | 1,355 | 108.91 |
| 2005 | 1,363 | 107.86 |
| 2006 | 1,254 | 106.81 |
| 2007 | 1,248 | 107.40 |
| 2008 | 1,043 | 105.64 |
| 2009 | 911 | 105.73 |
| 2010 | 927 | 105.74 |
| 2011 | 918 | 103.37 |
| 2012 | 956 | 104.46 |

*Travel is stated in billions of miles.

2012 Illinois Crash Facts and Statistics

Drivers Involved in Crashes By Age and Crash Severity

| AGE | Fatal | | CRASH SEVERITY | | | | Total | | TOTAL LICENSED DRIVERS |
|---------------|--------------|-------------|----------------|--------------|---------------|-------------|----------------|--------------|------------------------|
| | Rate | Injury | Rate | "A" Injury | Rate | Rate | | | |
| 15 or Younger | 3 | 0.04 | 191 | 2.99 | 39 | 0.61 | 681 | 10.63 | 63,921 |
| 16 | 15 | 0.12 | 1,724 | 14.20 | 282 | 2.32 | 7,101 | 58.51 | 121,374 |
| 17 | 17 | 0.13 | 2,348 | 17.52 | 350 | 2.61 | 9,804 | 73.16 | 134,007 |
| 18 | 24 | 0.17 | 2,997 | 21.22 | 451 | 3.19 | 11,961 | 84.68 | 141,256 |
| 19 | 33 | 0.22 | 2,866 | 19.47 | 445 | 3.02 | 11,678 | 79.32 | 147,225 |
| 20-24 | 173 | 0.22 | 13,834 | 17.87 | 2,120 | 2.74 | 57,404 | 74.17 | 773,996 |
| 25-29 | 147 | 0.18 | 11,475 | 14.39 | 1,663 | 2.08 | 49,086 | 61.54 | 797,627 |
| 30-34 | 137 | 0.18 | 9,868 | 12.75 | 1,437 | 1.86 | 42,277 | 54.62 | 773,987 |
| 35-39 | 103 | 0.14 | 8,806 | 12.23 | 1,323 | 1.84 | 36,894 | 51.23 | 720,214 |
| 40-44 | 104 | 0.14 | 8,984 | 11.71 | 1,359 | 1.77 | 37,644 | 49.05 | 767,419 |
| 45-49 | 104 | 0.13 | 8,776 | 11.14 | 1,326 | 1.68 | 36,227 | 46.00 | 787,586 |
| 50-54 | 108 | 0.13 | 8,244 | 9.88 | 1,296 | 1.55 | 34,647 | 41.52 | 834,469 |
| 55-59 | 100 | 0.13 | 7,043 | 9.07 | 1,054 | 1.36 | 28,855 | 37.18 | 776,175 |
| 60-64 | 61 | 0.09 | 5,298 | 8.12 | 818 | 1.25 | 21,722 | 33.31 | 652,201 |
| 65-69 | 46 | 0.09 | 3,490 | 7.04 | 572 | 1.15 | 14,214 | 28.68 | 495,678 |
| 70-74 | 29 | 0.08 | 2,348 | 6.63 | 374 | 1.06 | 9,367 | 26.45 | 354,099 |
| 75 or Older | 81 | 0.16 | 3,639 | 7.28 | 602 | 1.20 | 14,003 | 28.02 | 499,742 |
| Unknown | 35 | -- | 5,132 | -- | 523 | -- | 49,106 | -- | -- |
| TOTAL | 1,320 | 0.15 | 107,063 | 12.12 | 16,034 | 1.81 | 472,671 | 53.46 | 8,840,976 |

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

2012 Illinois Crash Facts and Statistics

Drivers Involved in Fatal Crashes by Age and Location

| AGE | RURAL ROADWAYS | | URBAN ROADWAYS | | TOTAL | |
|---------------|----------------|------------|----------------|------------|-------------|------------|
| | Drivers | | Drivers | | Drivers | |
| | Involved | Killed | Involved | Killed | Involved | Killed |
| 15 or Younger | 1 | 1 | 2 | 0 | 3 | 1 |
| Percent | 0.2 | 0.3 | 0.3 | 0.0 | 0.2 | 0.2 |
| 16 | 8 | 5 | 7 | 5 | 15 | 10 |
| Percent | 1.4 | 1.6 | 0.9 | 1.8 | 1.1 | 1.7 |
| 17 | 12 | 4 | 5 | 0 | 17 | 4 |
| Percent | 2.1 | 1.3 | 0.7 | 0.0 | 1.3 | 0.7 |
| 18 | 12 | 6 | 12 | 2 | 24 | 8 |
| Percent | 2.1 | 1.9 | 1.6 | 0.7 | 1.8 | 1.3 |
| 19 | 19 | 8 | 14 | 8 | 33 | 16 |
| Percent | 3.3 | 2.5 | 1.9 | 2.8 | 2.5 | 2.7 |
| 20-24 | 84 | 49 | 89 | 35 | 173 | 84 |
| Percent | 14.5 | 15.4 | 12.0 | 12.5 | 13.1 | 14.0 |
| 25-34 | 104 | 52 | 180 | 72 | 284 | 124 |
| Percent | 18.0 | 16.4 | 24.3 | 25.6 | 21.5 | 20.7 |
| 35-44 | 89 | 43 | 118 | 40 | 207 | 83 |
| Percent | 15.4 | 13.5 | 15.9 | 14.2 | 15.7 | 13.9 |
| 45-54 | 98 | 53 | 114 | 37 | 212 | 90 |
| Percent | 17.0 | 16.7 | 15.4 | 13.2 | 16.1 | 15.0 |
| 55-64 | 78 | 46 | 83 | 36 | 161 | 82 |
| Percent | 13.5 | 14.5 | 11.2 | 12.8 | 12.2 | 13.7 |
| 65-74 | 33 | 23 | 42 | 17 | 75 | 40 |
| Percent | 5.7 | 7.2 | 5.7 | 6.0 | 5.7 | 6.7 |
| 75 or Older | 39 | 28 | 42 | 29 | 81 | 57 |
| Percent | 6.7 | 8.8 | 5.7 | 10.3 | 6.1 | 9.5 |
| Unknown | 1 | 0 | 34 | 0 | 35 | 0 |
| Percent | 0.2 | 0.0 | 4.6 | 0.0 | 2.7 | 0.0 |
| TOTAL | 578 | 318 | 742 | 281 | 1320 | 599 |
| Percent | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

2012 Illinois Crash Facts and Statistics

Injuries by Person Type, Age and Gender

| AGE | DRIVERS | | | | PASSENGERS | | | | TOTAL OCCUPANT INJURIES | | | |
|--------------|---------------|---------------|---------------|--------------|--------------|---------------|---------------|--------------|-------------------------|---------------|---------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 0 | 0 | 0 | 0.0 | 774 | 755 | 1,529 | 6.9 | 774 | 755 | 1,529 | 2.0 |
| 5-9 | 1 | 0 | 1 | 0.0 | 840 | 906 | 1,746 | 7.9 | 841 | 906 | 1,747 | 2.3 |
| 10-14 | 19 | 7 | 26 | 0.0 | 859 | 1,111 | 1,970 | 9.0 | 878 | 1,118 | 1,996 | 2.6 |
| 15-19 | 2,394 | 2,784 | 5,178 | 9.7 | 1,260 | 1,996 | 3,256 | 14.8 | 3,654 | 4,780 | 8,434 | 11.2 |
| 20-24 | 3,646 | 3,775 | 7,421 | 13.8 | 1,191 | 1,592 | 2,783 | 12.7 | 4,837 | 5,367 | 10,204 | 13.5 |
| 25-34 | 5,382 | 5,805 | 11,187 | 20.9 | 1,321 | 1,782 | 3,103 | 14.1 | 6,703 | 7,587 | 14,290 | 18.9 |
| 35-44 | 4,505 | 4,590 | 9,095 | 17.0 | 749 | 1,273 | 2,022 | 9.2 | 5,254 | 5,863 | 11,117 | 14.7 |
| 45-54 | 4,500 | 4,495 | 8,995 | 16.8 | 663 | 1,391 | 2,054 | 9.3 | 5,163 | 5,886 | 11,049 | 14.6 |
| 55-64 | 3,337 | 3,235 | 6,572 | 12.3 | 370 | 1,129 | 1,499 | 6.8 | 3,707 | 4,364 | 8,071 | 10.7 |
| 65-74 | 1,532 | 1,520 | 3,052 | 5.7 | 183 | 638 | 821 | 3.7 | 1,715 | 2,158 | 3,873 | 5.1 |
| 75 or Older | 980 | 981 | 1,961 | 3.7 | 149 | 527 | 676 | 3.1 | 1,129 | 1,508 | 2,637 | 3.5 |
| Unknown | 57 | 47 | 104 | 0.1 | 228 | 304 | 532 | 2.4 | 285 | 351 | 636 | 0.8 |
| TOTAL | 26,353 | 27,239 | 53,592 | 100.0 | 8,587 | 13,404 | 21,991 | 100.0 | 34,940 | 40,643 | 75,583 | 100.0 |

| AGE | PEDESTRIANS | | | | PEDALCYCLISTS | | | | TOTAL NON-OCCUPANT INJURIES | | | |
|--------------|--------------|--------------|--------------|--------------|---------------|------------|--------------|--------------|-----------------------------|--------------|--------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 65 | 44 | 109 | 2.3 | 8 | 2 | 10 | 0.3 | 73 | 46 | 119 | 1.5 |
| 5-9 | 140 | 105 | 245 | 5.2 | 95 | 50 | 145 | 4.5 | 235 | 155 | 390 | 4.9 |
| 10-14 | 203 | 181 | 384 | 8.1 | 310 | 73 | 383 | 11.8 | 513 | 254 | 767 | 9.6 |
| 15-19 | 284 | 264 | 548 | 11.6 | 382 | 115 | 497 | 15.3 | 666 | 379 | 1,045 | 13.1 |
| 20-24 | 279 | 298 | 577 | 12.2 | 313 | 143 | 456 | 14.1 | 592 | 441 | 1,033 | 13.0 |
| 25-34 | 401 | 367 | 768 | 16.2 | 448 | 163 | 611 | 18.9 | 849 | 530 | 1,379 | 17.3 |
| 35-44 | 321 | 237 | 558 | 11.8 | 266 | 84 | 350 | 10.8 | 587 | 321 | 908 | 11.4 |
| 45-54 | 338 | 282 | 620 | 13.1 | 318 | 71 | 389 | 12.0 | 656 | 353 | 1,009 | 12.7 |
| 55-64 | 247 | 198 | 445 | 9.4 | 192 | 46 | 238 | 7.3 | 439 | 244 | 683 | 8.6 |
| 65-74 | 127 | 111 | 238 | 5.0 | 51 | 16 | 67 | 2.1 | 178 | 127 | 305 | 3.8 |
| 75 or Older | 74 | 67 | 141 | 3.0 | 28 | 2 | 30 | 0.9 | 102 | 69 | 171 | 2.1 |
| Unknown | 61 | 37 | 98 | 2.1 | 47 | 18 | 65 | 2.0 | 108 | 55 | 163 | 2.0 |
| TOTAL | 2,540 | 2,191 | 4,731 | 100.0 | 2,458 | 783 | 3,241 | 100.0 | 4,998 | 2,974 | 7,972 | 100.0 |

Note: The totals above do not include 28 drivers, 90 passengers, 39 pedestrians, and 9 pedalcyclists whose gender was unknown. An additional 47 occupants of non-motor vehicles were also injured.

Occupant: Any person who is part of a transport vehicle

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 64.0 percent of all injuries for 2012.

Passengers represent 26.4 percent of the total number of injuries in 2012.

Pedestrians account for 5.7 percent of all injuries.

Pedalcyclists account for 3.9 percent of all injuries.

2012 Illinois Crash Facts and Statistics

"A" Injuries by Person Type, Age and Gender

| AGE | DRIVERS | | | | PASSENGERS | | | | TOTAL OCCUPANT "A" INJURIES | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------------------|--------------|---------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 0 | 0 | 0 | 0.0 | 73 | 57 | 130 | 4.4 | 73 | 57 | 130 | 1.2 |
| 5-9 | 0 | 0 | 0 | 0.0 | 89 | 71 | 160 | 5.4 | 89 | 71 | 160 | 1.4 |
| 10-14 | 7 | 2 | 9 | 0.1 | 96 | 136 | 232 | 7.8 | 103 | 138 | 241 | 2.2 |
| 15-19 | 392 | 362 | 754 | 9.4 | 207 | 290 | 497 | 16.6 | 599 | 652 | 1,251 | 11.3 |
| 20-24 | 620 | 489 | 1,109 | 13.8 | 204 | 240 | 444 | 14.9 | 824 | 729 | 1,553 | 14.1 |
| 25-34 | 902 | 685 | 1,587 | 19.7 | 221 | 270 | 491 | 16.4 | 1,123 | 955 | 2,078 | 18.8 |
| 35-44 | 796 | 566 | 1,362 | 16.9 | 107 | 179 | 286 | 9.6 | 903 | 745 | 1,648 | 14.9 |
| 45-54 | 828 | 573 | 1,401 | 17.4 | 86 | 183 | 269 | 9.0 | 914 | 756 | 1,670 | 15.1 |
| 55-64 | 582 | 430 | 1,012 | 12.6 | 44 | 142 | 186 | 6.2 | 626 | 572 | 1,198 | 10.9 |
| 65-74 | 251 | 225 | 476 | 5.9 | 29 | 92 | 121 | 4.1 | 280 | 317 | 597 | 5.4 |
| 75 or Older | 167 | 160 | 327 | 4.0 | 18 | 95 | 113 | 3.8 | 185 | 255 | 440 | 4.0 |
| Unknown | 11 | 7 | 18 | 0.2 | 27 | 29 | 56 | 1.8 | 38 | 36 | 74 | 0.7 |
| TOTAL | 4,556 | 3,499 | 8,055 | 100.0 | 1,201 | 1,784 | 2,985 | 100.0 | 5,757 | 5,283 | 11,040 | 100.0 |

| AGE | PEDESTRIANS | | | | PEDALCYCLISTS | | | | TOTAL NON-OCCUPANT "A" INJURIES | | | |
|--------------|-------------|------------|------------|--------------|---------------|------------|------------|--------------|------------------------------------|------------|--------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 11 | 9 | 20 | 2.0 | 1 | 0 | 1 | 0.2 | 12 | 9 | 21 | 1.6 |
| 5-9 | 16 | 13 | 29 | 3.2 | 14 | 5 | 19 | 4.4 | 30 | 18 | 48 | 3.6 |
| 10-14 | 31 | 33 | 64 | 7.1 | 42 | 9 | 51 | 11.9 | 73 | 42 | 115 | 8.7 |
| 15-19 | 52 | 46 | 98 | 10.9 | 49 | 14 | 63 | 14.8 | 101 | 60 | 161 | 12.1 |
| 20-24 | 43 | 47 | 90 | 10.0 | 33 | 13 | 46 | 10.8 | 76 | 60 | 136 | 10.2 |
| 25-34 | 86 | 60 | 146 | 16.2 | 39 | 23 | 62 | 14.5 | 125 | 83 | 208 | 15.7 |
| 35-44 | 74 | 38 | 112 | 12.4 | 43 | 9 | 52 | 12.2 | 117 | 47 | 164 | 12.3 |
| 45-54 | 79 | 52 | 131 | 14.5 | 52 | 14 | 66 | 15.5 | 131 | 66 | 197 | 14.8 |
| 55-64 | 79 | 32 | 111 | 12.3 | 31 | 11 | 42 | 9.8 | 110 | 43 | 153 | 11.5 |
| 65-74 | 26 | 22 | 48 | 5.3 | 7 | 5 | 12 | 2.8 | 33 | 27 | 60 | 4.5 |
| 75 or Older | 21 | 20 | 41 | 4.6 | 6 | 0 | 6 | 1.4 | 27 | 20 | 47 | 3.5 |
| Unknown | 7 | 4 | 11 | 1.2 | 3 | 4 | 7 | 1.6 | 10 | 8 | 18 | 1.4 |
| TOTAL | 525 | 376 | 901 | 100.0 | 320 | 107 | 427 | 100.0 | 845 | 483 | 1,328 | 100.0 |

Note: The totals above do not include 8 drivers, 19 passengers, and 1 pedestrian whose gender was unknown. An additional 5 occupants of non-motor vehicles were also injured.

Occupant: Any person who is part of a transport vehicle

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 65.0 percent of "A" type injuries for 2012.

Passengers represent 24.2 percent of the total number of "A" injuries in 2012.

Pedestrians account for 7.3 percent of "A" injuries.

Pedalcyclists account for 3.4 percent of "A" injuries.

2012 Illinois Crash Facts and Statistics

Fatalities by Person Type, Age and Gender

| AGE | DRIVERS | | | | PASSENGERS | | | | TOTAL OCCUPANT FATALITIES | | | |
|--------------|------------|------------|------------|--------------|------------|------------|------------|--------------|---------------------------|------------|------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 0 | 0 | 0 | 0.0 | 4 | 7 | 11 | 5.9 | 4 | 7 | 11 | 1.4 |
| 5-9 | 0 | 0 | 0 | 0.0 | 3 | 5 | 8 | 4.3 | 3 | 5 | 8 | 1.0 |
| 10-14 | 0 | 0 | 0 | 0.0 | 4 | 3 | 7 | 3.7 | 4 | 3 | 7 | 0.9 |
| 15-19 | 24 | 15 | 39 | 6.5 | 12 | 11 | 23 | 12.3 | 36 | 26 | 62 | 7.9 |
| 20-24 | 65 | 19 | 84 | 14.0 | 23 | 14 | 37 | 19.8 | 88 | 33 | 121 | 15.4 |
| 25-34 | 102 | 22 | 124 | 20.7 | 20 | 18 | 38 | 20.3 | 122 | 40 | 162 | 20.6 |
| 35-44 | 67 | 16 | 83 | 13.9 | 8 | 5 | 13 | 7.0 | 75 | 21 | 96 | 12.2 |
| 45-54 | 76 | 14 | 90 | 15.0 | 2 | 8 | 10 | 5.3 | 78 | 22 | 100 | 12.7 |
| 55-64 | 68 | 14 | 82 | 13.7 | 3 | 9 | 12 | 6.4 | 71 | 23 | 94 | 12.0 |
| 65-74 | 31 | 9 | 40 | 6.7 | 0 | 10 | 10 | 5.3 | 31 | 19 | 50 | 6.4 |
| 75 or Older | 41 | 16 | 57 | 9.5 | 2 | 16 | 18 | 9.6 | 43 | 32 | 75 | 9.5 |
| TOTAL | 474 | 125 | 599 | 100.0 | 81 | 106 | 187 | 100.0 | 555 | 231 | 786 | 100.0 |

| AGE | PEDESTRIANS | | | | PEDALCYCLISTS | | | | TOTAL NON-OCCUPANT FATALITIES | | | |
|--------------|-------------|-----------|------------|--------------|---------------|----------|-----------|--------------|-------------------------------|-----------|------------|--------------|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 4 or Younger | 0 | 1 | 1 | 0.7 | 0 | 0 | 0 | 0.0 | 0 | 1 | 1 | 0.6 |
| 5-9 | 1 | 2 | 3 | 2.2 | 1 | 0 | 1 | 3.4 | 2 | 2 | 4 | 2.4 |
| 10-14 | 1 | 1 | 2 | 1.4 | 3 | 1 | 4 | 13.8 | 4 | 2 | 6 | 3.6 |
| 15-19 | 8 | 3 | 11 | 7.9 | 2 | 0 | 2 | 6.9 | 10 | 3 | 13 | 7.7 |
| 20-24 | 11 | 2 | 13 | 9.4 | 1 | 1 | 2 | 6.9 | 12 | 3 | 15 | 8.9 |
| 25-34 | 13 | 1 | 14 | 10.1 | 1 | 1 | 2 | 6.9 | 14 | 2 | 16 | 9.5 |
| 35-44 | 15 | 8 | 23 | 16.5 | 3 | 0 | 3 | 10.3 | 18 | 8 | 26 | 15.5 |
| 45-54 | 20 | 5 | 25 | 18.0 | 4 | 0 | 4 | 13.8 | 24 | 5 | 29 | 17.3 |
| 55-64 | 12 | 6 | 18 | 12.9 | 3 | 1 | 4 | 13.8 | 15 | 7 | 22 | 13.1 |
| 65-74 | 5 | 5 | 10 | 7.2 | 4 | 0 | 4 | 13.8 | 9 | 5 | 14 | 8.3 |
| 75 or Older | 9 | 10 | 19 | 13.7 | 3 | 0 | 3 | 10.3 | 12 | 10 | 22 | 13.1 |
| TOTAL | 95 | 44 | 139 | 100.0 | 25 | 4 | 29 | 100.0 | 120 | 48 | 168 | 100.0 |

Note: Two occupants of a non-motor vehicle were also killed in 2012.

Occupant: Any person who is part of a transport vehicle

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 62.7 percent of all fatalities in 2012. Driver fatalities increased by 5.5 percent from 2011 to 2012.

Passengers represent 19.6 percent of the total number of fatalities in 2012. Passengers killed increased by 2.2 percent from 2011 to 2012.

Pedestrians account for 14.5 percent of all fatalities. They also increased by 3.0 percent from 2011 to 2012.

Pedalcyclists, which account for 3.0 percent of all fatalities, increased by 7.4 percent from 2011 to 2012.

2012 Illinois Crash Facts and Statistics

Teen Fatalities by Age and Person Type

| AGE | PERSON TYPE | | | | | TOTAL |
|--------------|-------------|-----------|------------|--------------|-------------------------------|-----------|
| | DRIVER | OCCUPANT | PEDESTRIAN | PEDALCYCLIST | OCCUPANT OF NON-MOTOR VEHICLE | |
| 16 | 10 | 8 | 1 | 1 | 0 | 20 |
| 17 | 4 | 4 | 1 | 0 | 0 | 9 |
| 18 | 8 | 3 | 3 | 1 | 0 | 15 |
| 19 | 16 | 6 | 5 | 0 | 0 | 27 |
| TOTAL | 38 | 21 | 10 | 2 | 0 | 71 |

Teen "A" Injuries by Age and Person Type

| AGE | PERSON TYPE | | | | | TOTAL |
|--------------|-------------|------------|------------|--------------|-------------------------------|--------------|
| | DRIVER | OCCUPANT | PEDESTRIAN | PEDALCYCLIST | OCCUPANT OF NON-MOTOR VEHICLE | |
| 16 | 126 | 100 | 24 | 18 | 0 | 268 |
| 17 | 162 | 102 | 18 | 8 | 0 | 290 |
| 18 | 236 | 116 | 20 | 10 | 0 | 382 |
| 19 | 221 | 103 | 25 | 13 | 0 | 362 |
| TOTAL | 745 | 421 | 87 | 49 | 0 | 1,302 |

2012 Illinois Crash Facts and Statistics

Pedestrian

| | | | |
|--|---------------|---------------------|-----------------|
| Pedestrians Injured | | | 4,770 |
| Pedestrians with "A" Injuries | | | 902 |
| Pedestrians Killed | | | 139 |
| PEDESTRIANS KILLED AND INJURED BY TYPE OF ROADWAY | | | |
| | Killed | "A" Injuries | Injuries |
| Urban | | | |
| State Routes | 38 | 153 | 643 |
| Interstate Type Roads | 10 | 13 | 26 |
| City Streets and Roads | 73 | 654 | 3852 |
| Unmarked Routes | 0 | 0 | 0 |
| Urban Total | 121 | 820 | 4521 |
| Rural | | | |
| State Routes | 5 | 8 | 19 |
| Interstate Type Roads | 6 | 0 | 1 |
| County and Local Roads | 7 | 39 | 121 |
| Unmarked Routes | 0 | 35 | 108 |
| Rural Total | 18 | 82 | 249 |
| PEDESTRIANS KILLED AND INJURED BY AGE | | | |
| | Killed | "A" Injuries | Injured |
| Age | | | |
| 4 or Younger | 1 | 20 | 109 |
| 5-9 | 3 | 29 | 245 |
| 10-14 | 2 | 64 | 384 |
| 15-19 | 11 | 98 | 548 |
| 20-24 | 13 | 90 | 577 |
| 25-34 | 14 | 146 | 768 |
| 35-44 | 23 | 112 | 558 |
| 45-54 | 25 | 131 | 620 |
| 55-64 | 18 | 111 | 445 |
| 65 or Older | 29 | 89 | 379 |
| Unknown | 0 | 12 | 137 |
| TOTAL | 139 | 902 | 4,770 |

2012 Illinois Crash Facts and Statistics

Pedalcyclist

| | | | |
|--|---------------|---------------------|----------------|
| Pedalcyclists Injured | | | 3,250 |
| Pedalcyclists with "A" Injuries | | | 427 |
| Pedalcyclists Killed | | | 29 |
| PEDALCYCLISTS KILLED AND INJURED BY TYPE OF ROADWAY | | | |
| | Killed | "A" Injuries | Injured |
| Urban | | | |
| State Routes | 7 | 70 | 528 |
| Interstate Type Roads | 0 | 0 | 2 |
| City Streets and Roads | 12 | 339 | 2,613 |
| Unmarked Routes | 0 | 0 | 0 |
| Urban Total | 19 | 409 | 3,143 |
| Rural | | | |
| State Routes | 3 | 4 | 20 |
| Interstate Type Roads | 0 | 0 | 0 |
| County and Local Roads | 6 | 21 | 85 |
| Unmarked Routes | 1 | 9 | 61 |
| Rural Total | 10 | 34 | 166 |
| PEDALCYCLISTS KILLED AND INJURED BY AGE | | | |
| | Killed | "A" Injuries | Injured |
| Age | | | |
| 4 or Younger | 0 | 1 | 10 |
| 5-9 | 1 | 19 | 145 |
| 10-14 | 4 | 51 | 383 |
| 15-19 | 2 | 63 | 497 |
| 20-24 | 2 | 46 | 456 |
| 25-34 | 2 | 62 | 611 |
| 35-44 | 3 | 52 | 350 |
| 45-54 | 4 | 66 | 389 |
| 55-64 | 4 | 42 | 238 |
| 65 or Older | 7 | 18 | 97 |
| Unknown | 0 | 7 | 74 |
| TOTAL | 29 | 427 | 3,250 |

Motorcyclist

| | | | |
|--|---------------|---------------------|-----------------|
| Motorcyclists Injured | | | 3,312 |
| Motorcyclists with "A" Injuries | | | 1,177 |
| Motorcyclists Killed | | | 148 |
| Non-Motorcyclists Killed | | | 2 |
| MOTORCYCLISTS KILLED AND INJURED BY TYPE OF ROADWAY | | | |
| | Killed | "A" Injuries | Injuries |
| Urban | | | |
| State Routes | 26 | 217 | 679 |
| Interstate Type Roads | 9 | 52 | 142 |
| City Streets and Roads | 50 | 405 | 1,378 |
| Unmarked Routes | 0 | 0 | 0 |
| Urban Total | 85 | 674 | 2,199 |
| Rural | | | |
| State Routes | 15 | 95 | 189 |
| Interstate Type Roads | 0 | 20 | 33 |
| County and Local Roads | 46 | 292 | 666 |
| Unmarked Routes | 2 | 96 | 226 |
| Rural Total | 63 | 503 | 1,114 |
| MOTORCYCLE OPERATORS KILLED AND INJURED BY AGE | | | |
| | Killed | "A" Injuries | Injured |
| Age | | | |
| 9 or Younger | 0 | 0 | 0 |
| 10-14 | 0 | 3 | 6 |
| 15-19 | 3 | 45 | 137 |
| 20-24 | 17 | 113 | 409 |
| 25-34 | 27 | 208 | 622 |
| 35-44 | 29 | 208 | 584 |
| 45 or Older | 65 | 452 | 1,215 |
| Unknown | 0 | 1 | 5 |
| TOTAL | 141 | 1,030 | 2,978 |

2012 Illinois Crash Facts and Statistics

Occupant Restraint Usage for Persons Killed and Injured*

| TYPE OF RESTRAINT | DRIVER | | | PASSENGER | | |
|---------------------------------|------------|--------------|---------------|------------|--------------|---------------|
| | Fatal | A" Injury | Injury | Fatal | "A" Injury | Injury |
| None Used/Not Applicable | 198 | 654 | 1,757 | 79 | 375 | 1,313 |
| Safety Belt Used | 214 | 5,453 | 43,332 | 69 | 1,919 | 16,060 |
| Child Restraint Used | 0 | 0 | 0 | 8 | 96 | 1,214 |
| Safety Belt Used Improperly | 0 | 0 | 0 | 0 | 0 | 0 |
| Child Restraint Used Improperly | 0 | 0 | 0 | 3 | 15 | 70 |
| Unknown | 34 | 830 | 5,003 | 17 | 331 | 2,187 |
| TOTAL | 446 | 6,937 | 50,092 | 176 | 2,736 | 20,844 |

Occupant Restraint Usage for Persons Killed by Age*

| TYPE OF RESTRAINT | AGE GROUPS | | | | | |
|---------------------------------|------------|----------|----------|----------|-----------|-------------|
| | 0-3 | 4-5 | 6-9 | 10-14 | 15-20 | 21 or Older |
| None Used/Not Applicable | 2 | 0 | 2 | 4 | 30 | 239 |
| Safety Belt Used | 0 | 1 | 1 | 3 | 32 | 246 |
| Child Restraint Used | 4 | 1 | 3 | 0 | 0 | 0 |
| Safety Belt Used Improperly | 0 | 0 | 0 | 0 | 0 | 0 |
| Child Restraint Used Improperly | 0 | 3 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 1 | 1 | 0 | 4 | 45 |
| TOTAL | 6 | 6 | 7 | 7 | 66 | 530 |

Occupant Restraint Usage for Persons with "A" Injuries by Age*

| TYPE OF RESTRAINT | AGE GROUPS | | | | | |
|---------------------------------|------------|-----------|------------|------------|--------------|--------------|
| | 0-3 | 4-5 | 6-9 | 10-14 | 15-20 | 21 or Older |
| None Used/Not Applicable | 11 | 10 | 12 | 19 | 222 | 745 |
| Safety Belt Used | 22 | 29 | 76 | 158 | 1,091 | 5,950 |
| Child Restraint Used | 57 | 21 | 18 | 0 | 0 | 0 |
| Safety Belt Used Improperly | 0 | 0 | 0 | 0 | 0 | 0 |
| Child Restraint Used Improperly | 4 | 5 | 4 | 2 | 0 | 0 |
| Unknown | 3 | 2 | 9 | 20 | 175 | 920 |
| TOTAL | 97 | 67 | 119 | 199 | 1,488 | 7,615 |

*Excludes buses, motorcycles and miscellaneous vehicles.

Alcohol Data

Alcohol-Related Fatal Crashes

During the last ten years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. These 23 counties account for 73.9 percent of the total alcohol-related fatal crashes and alcohol-related fatalities.

Table 1 below shows the breakdown of these 23 counties and their percentage of the overall alcohol-related crashes and fatalities by severity.

Table 1: Frequency and Percent Distributions of Total Fatal Alcohol-Related Crashes and Fatalities by their Severity within the 23 Counties

| County | Alcohol-Related Fatal Crashes | % | Alcohol-Related Fatalities | % |
|------------------|-------------------------------|--------|----------------------------|--------|
| Cook | 90 | 27.3% | 94 | 27.6% |
| DuPage | 8 | 2.4% | 8 | 2.3% |
| Lake | 11 | 3.3% | 11 | 3.2% |
| Will | 22 | 6.7% | 23 | 6.7% |
| Kane | 11 | 3.3% | 11 | 3.2% |
| Winnebago | 8 | 2.4% | 8 | 2.3% |
| St. Clair | 8 | 2.4% | 8 | 2.3% |
| Madison | 11 | 3.3% | 14 | 4.1% |
| Peoria | 5 | 1.5% | 5 | 1.5% |
| McHenry | 10 | 3.0% | 10 | 2.9% |
| Sangamon | 10 | 3.0% | 10 | 2.9% |
| McLean | 7 | 2.1% | 7 | 2.1% |
| Rock Island | 5 | 1.5% | 5 | 1.5% |
| Champaign | 6 | 1.8% | 6 | 1.8% |
| Tazewell | 3 | 0.9% | 3 | 0.9% |
| Macon | 3 | 0.9% | 3 | 0.9% |
| Kankakee | 6 | 1.8% | 6 | 1.8% |
| LaSalle | 5 | 1.5% | 5 | 1.5% |
| Williamson | 5 | 1.5% | 5 | 1.5% |
| Vermillion | 2 | 0.6% | 2 | 0.6% |
| Kendall | 5 | 1.5% | 5 | 1.5% |
| DeKalb | 3 | 0.9% | 3 | 0.9% |
| Adams | 0 | 0.0% | 0 | 0.0% |
| 23- County Total | 244 | 73.9% | 252 | 73.9% |
| Statewide | 330 | 100.0% | 341 | 100.0% |

Alcohol Overview

- ✦ There were 886 fatal crashes in 2012, 37.2 percent of these crashes involved alcohol, with 73.9 percent of those crashes occurring within these 23 counties.
- ✦ 956 persons were killed in motor vehicle crashes in 2012. 35.7 percent of these fatalities were alcohol-related, 73.9 percent of those alcohol-related fatalities occurred within the 23 counties.
- ✦ There were 599 drivers killed in motor vehicle crashes in 2012. 528 of these drivers were tested, 45.3 percent tested positive with a BAC of 0.01 or greater.
- ✦ There were 139 pedestrians killed in 2012. 112 of those pedestrians were tested for BAC, 43.8 percent tested positive with a BAC of 0.01 or greater.
- ✦ 29 pedalcyclists were fatally injured in motor vehicle crashes in 2012. 27.0 percent of those fatally injured pedalcyclists were tested and had a positive BAC of 0.01 or greater.
- ✦ Motorcycle operators accounted for 14.7 percent of the fatalities in 2012. 127 of these operators were tested and 46.5 percent tested positive with a BAC of 0.01 or greater.
- ✦ Teen Drivers account for almost 4 percent of the overall fatalities in 2012. There were 94.7 percent of these drivers tested for BAC with 11.1 percent of them testing positive with a BAC of 0.01 or greater.

2012 Illinois Crash Facts and Statistics

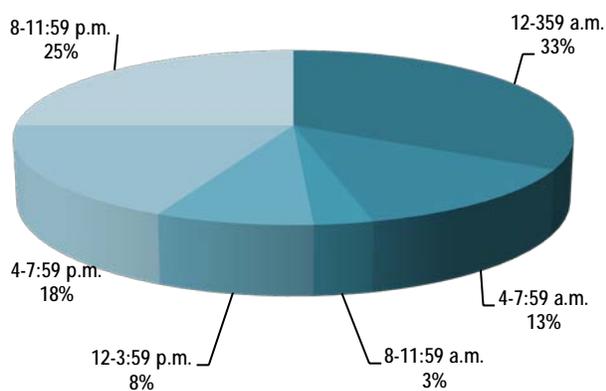
Drivers Killed by Age and BAC

| AGE | BAC TEST RESULTS | | | | TOTAL TESTED | NOT TESTED OR UNKNOWN IF TESTED | TOTAL KILLED |
|---------------|------------------|-----------|------------|-----------|--------------|---------------------------------|--------------|
| | 0.00 | 0.01-0.07 | 0.08-0.20 | Over 0.20 | | | |
| 15 or Younger | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 16-20 | 33 | 1 | 7 | 5 | 46 | 3 | 49 |
| 21-24 | 28 | 7 | 21 | 12 | 68 | 5 | 73 |
| 25-34 | 46 | 8 | 34 | 33 | 121 | 3 | 124 |
| 35-44 | 37 | 7 | 17 | 13 | 74 | 9 | 83 |
| 45-54 | 38 | 6 | 21 | 11 | 76 | 14 | 90 |
| 55-64 | 50 | 5 | 8 | 11 | 74 | 8 | 82 |
| 65-74 | 27 | 4 | 4 | 0 | 35 | 5 | 40 |
| 75 or Older | 29 | 3 | 1 | 0 | 33 | 24 | 57 |
| TOTAL | 289 | 41 | 113 | 85 | 528 | 71 | 599 |

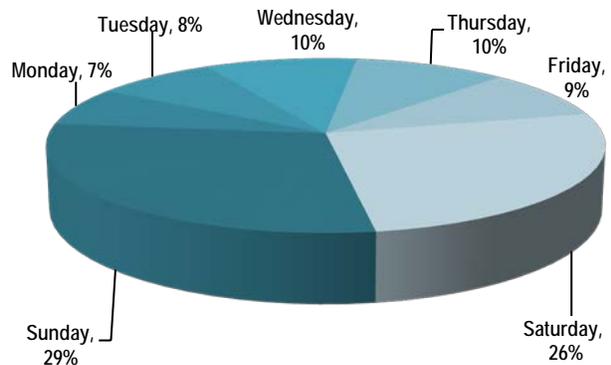
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration(BAC) of 0.01 or greater.

Time of Day



Day of Week



2012 Illinois Crash Facts and Statistics

Fatal Crashes During the Holidays Total and Alcohol-Related*

| HOLIDAY PERIODS | NUMBER OF DAYS | FATAL CRASHES | | FATALITIES | |
|---|----------------|------------------|-------|------------------|-------|
| | | Alcohol-Related* | Total | Alcohol-Related* | Total |
| Memorial Day 6:00 p.m. on 05/25/2012- 11:59 p.m. on 05/28/2012 | 3.25 | 3 of | 6 | 3 of | 6 |
| Fourth of July 6:00 p.m. on 07/03/2012- 11:59 p.m. on 07/04/2012 | 1.25 | 1 of | 3 | 2 of | 4 |
| Labor Day 6:00 p.m. on 08/31/2012- 11:59 p.m. on 09/03/2012 | 3.25 | 6 of | 14 | 6 of | 15 |
| Thanksgiving 6:00 p.m. on 11/21/2012- 11:59 p.m. on 11/25/2012 | 4.25 | 3 of | 8 | 3 of | 9 |
| Christmas 6:00 p.m. on 12/21/2012- 11:59 p.m. on 12/25/2012 | 4.25 | 2 of | 10 | 2 of | 10 |
| New Year's 6:00 p.m. on 12/28/2012- 11:59 p.m. on 01/01/2013 | 4.25 | 2 of | 6 | 3 of | 7 |

*Fatal Crashes or fatalities resulting from crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration of 0.01 or greater.

2012 Illinois Crash Facts and Statistics

Pedestrians and Pedalcyclists Killed by Age and BAC

| AGE | BAC TEST RESULTS | | | | Not Tested Or Unknown If Tested | Total |
|----------------------|------------------|-----------|-----------|-----------|---------------------------------------|------------|
| | 0.00 | 0.01-0.07 | 0.08-0.20 | Over 0.20 | | |
| Pedestrians | | | | | | |
| 4 or Younger | 1 | 0 | 0 | 0 | 0 | 1 |
| 5-9 | 1 | 0 | 0 | 0 | 2 | 3 |
| 10-15 | 1 | 0 | 0 | 0 | 2 | 3 |
| 16-20 | 8 | 1 | 3 | 1 | 0 | 13 |
| 21-24 | 2 | 0 | 3 | 4 | 1 | 10 |
| 25-34 | 6 | 1 | 3 | 3 | 1 | 14 |
| 35-44 | 7 | 0 | 5 | 6 | 5 | 23 |
| 45-54 | 9 | 1 | 7 | 4 | 4 | 25 |
| 55-64 | 10 | 1 | 1 | 2 | 4 | 18 |
| 65-74 | 6 | 2 | 1 | 0 | 1 | 10 |
| 75 or Older | 12 | 0 | 0 | 0 | 7 | 19 |
| TOTAL | 63 | 6 | 23 | 20 | 27 | 139 |
| Pedalcyclists | | | | | | |
| 4 or Younger | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 0 | 1 | 1 |
| 10-15 | 1 | 0 | 0 | 0 | 3 | 4 |
| 16-20 | 2 | 0 | 0 | 0 | 0 | 2 |
| 21-24 | 1 | 0 | 0 | 0 | 1 | 2 |
| 25-34 | 2 | 0 | 0 | 0 | 0 | 2 |
| 35-44 | 2 | 0 | 1 | 0 | 0 | 3 |
| 45-54 | 0 | 0 | 1 | 2 | 1 | 4 |
| 55-64 | 2 | 0 | 0 | 1 | 1 | 4 |
| 65-74 | 3 | 0 | 1 | 0 | 0 | 4 |
| 75 or Older | 3 | 0 | 0 | 0 | 0 | 3 |
| TOTAL | 16 | 0 | 3 | 3 | 7 | 29 |

Vehicle Data

Vehicle Data

During the last ten years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 85 percent of the population resided. These 23 counties account for 71.1 percent of the passenger car registrations, 59.7 percent of the truck (B-Plates) registrations and 66.1 percent of the motorcycle registrations.

Table 1 below shows the breakdown of these 23 counties and their percentage of the overall registrations

Table 1: Frequency and Percent Distributions of Total Registrations within the 23 Counties

| County | Passenger Cars | % | Trucks B-Plates | % | Motorcycle | % |
|-------------------------|------------------|--------------|-----------------|--------------|----------------|--------------|
| Cook | 1,619,059 | 22.1% | 123,697 | 9.5% | 47,143 | 13.2% |
| DuPage | 657,241 | 8.9% | 56,624 | 4.3% | 22,627 | 6.3% |
| Lake | 473,334 | 6.4% | 49,922 | 3.8% | 19,411 | 5.4% |
| Will | 413,252 | 5.6% | 59,393 | 4.5% | 19,563 | 5.4% |
| Kane | 306,484 | 4.1% | 43,013 | 3.3% | 13,241 | 3.7% |
| Winnebago | 181,540 | 2.4% | 33,495 | 2.5% | 9,894 | 2.8% |
| St. Clair | 154,615 | 2.1% | 38,120 | 2.9% | 8,207 | 2.3% |
| Madison | 157,306 | 2.1% | 50,641 | 3.9% | 11,244 | 3.1% |
| Peoria | 109,217 | 1.4% | 27,967 | 2.1% | 6,359 | 1.7% |
| McHenry | 207,916 | 2.8% | 33,235 | 2.6% | 13,714 | 3.8% |
| Sangamon | 118,936 | 1.6% | 32,794 | 2.5% | 7,746 | 2.1% |
| McLean | 101,053 | 1.3% | 22,037 | 1.7% | 5,757 | 1.6% |
| Rock Island | 88,284 | 1.2% | 22,687 | 1.7% | 5,741 | 1.6% |
| Champaign | 98,683 | 1.3% | 21,200 | 1.6% | 5,543 | 1.6% |
| Tazewell | 80,780 | 1.1% | 27,417 | 2.1% | 7,498 | 2.1% |
| Macon | 62,011 | 0.8% | 19,997 | 1.5% | 4,224 | 1.1% |
| Kankakee | 64,143 | 0.8% | 15,745 | 1.2% | 3,880 | 1.0% |
| LaSalle | 66,834 | 0.9% | 22,034 | 1.7% | 5,846 | 0.2% |
| Williamson | 33,709 | 0.5% | 15,541 | 1.1% | 3,307 | 0.9% |
| Vermillion | 41,786 | 0.5% | 16,822 | 1.3% | 3,025 | 0.8% |
| Kendall | 79,661 | 1.1% | 12,403 | 0.9% | 4,290 | 1.2% |
| DeKalb | 57,303 | 0.7% | 12,582 | 1.0% | 4,094 | 1.1% |
| Adams | 37,179 | 0.5% | 15,431 | 1.2% | 3,222 | 0.9% |
| 23- County Total | 5,210,326 | 71.1% | 772,797 | 59.7% | 235,576 | 66.1% |
| Statewide | 7,324,683 | 100.0% | 1,295,408 | 100.0% | 356,446 | 100.0% |

2012 Illinois Crash Facts and Statistics

Motor Vehicles Involved in Crashes

| TYPE OF MOTOR VEHICLE | CRASH SEVERITY | | | VEHICLE OCCUPANTS | |
|---------------------------------|----------------|--------|---------|-------------------|------------|
| | Fatal | Injury | Total | Killed | "A" Injury |
| Passenger Car | 777 | 84,942 | 390,526 | 477 | 15,798 |
| Pickup Truck | 166 | 8,503 | 39,928 | 85 | 2,165 |
| Van | 107 | 7,935 | 34,004 | 49 | 1,581 |
| Other Single Unit Truck | 29 | 1,099 | 6,663 | 2 | 211 |
| Truck-Tractor with Semi-Trailer | 91 | 1,714 | 10,238 | 9 | 492 |
| Farm Tractor/Farm Equipment | 2 | 55 | 236 | 2 | 20 |
| School Bus | 3 | 224 | 1,456 | 0 | 71 |
| Other Bus | 11 | 585 | 2,394 | 1 | 115 |
| Motorcycle (under 150 cc) | 4 | 429 | 597 | 4 | 157 |
| Motorcycle (Over 150 cc) | 155 | 2,669 | 3,729 | 144 | 1,127 |
| Other or Unknown | 24 | 1,725 | 21,200 | 13 | 359 |

2012 Illinois Crash Facts and Statistics

Tractor-Trailer Crashes

There were 9,739 crashes involving tractor-trailers in Illinois in the year 2012. These tractor-trailer crashes account for 3.6 percent of the total crashes.

Fatalities resulting from tractor-trailer crashes increased by 1.1 percent from 2011 to 2012, while the number of fatal crashes remained the same.

Injury crashes involving tractor trailers account for 2.7 percent of all injury crashes. "A" injuries account for 20.0 percent of all injuries in tractor-trailer crashes.

| | |
|--|-------|
| Total Crashes | 9,739 |
| Fatal Crashes | 81 |
| Injury Crashes | 1,633 |
| "A" Injury Crashes | 346 |
| Property Damage Crashes | 8,025 |
| Vehicle Miles Traveled (Millions) | 6,372 |

CRASHES BY TYPE OF ROADWAY BY CRASH SEVERITY

| TYPE OF ROADWAY | CRASH SEVERITY | | |
|------------------------|----------------|--------------|------------|
| | Fatal | Injury | "A" Injury |
| URBAN | | | |
| State Routes | 16 | 309 | 60 |
| Interstate Type Roads | 11 | 363 | 63 |
| City Streets and Roads | 11 | 387 | 60 |
| Unmarked Routes | 0 | 0 | 0 |
| Urban Total | 38 | 1,059 | 183 |
| RURAL | | | |
| State Routes | 21 | 102 | 30 |
| Interstate Type Roads | 14 | 100 | 36 |
| County and Local Roads | 6 | 106 | 26 |
| Unmarked Routes | 2 | 206 | 71 |
| Rural Total | 43 | 574 | 163 |

PERSONS KILLED AND INJURED BY PERSON TYPE

| PERSON TYPE | Killed | Injured | "A" Injury |
|---------------------------|-----------|--------------|------------|
| Tractor-Trailer Occupants | 9 | 485 | 105 |
| Other Vehicle Occupants | 74 | 1,788 | 347 |
| Pedestrians | 8 | 27 | 8 |
| Pedalcyclists | 3 | 15 | 2 |
| TOTAL | 94 | 2,315 | 462 |

School Bus Crashes

In 2012, there were 1,441 school bus crashes. These crashes account for less than 1.0 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 19.9 percent, from 276 in 2011 to 221 in 2012 however, the number of injuries increased by 0.7 percent. "A" injuries account for 15.7 percent of these injuries.

| | |
|--------------------------------|-------|
| Total Crashes | 1,441 |
| Fatal Crashes | 3 |
| Injury Crashes | 221 |
| "A" Injury Crashes | 33 |
| Property Damage Crashes | 1,217 |
| Urban Crashes | 1,276 |
| Rural Crashes | 165 |

CRASHES BY TYPE OF ROADWAY BY CRASH SEVERITY

| TYPE OF ROADWAY | CRASH SEVERITY | | |
|------------------------|----------------|------------|------------|
| | Fatal | Injury | "A" Injury |
| URBAN | | | |
| State Routes | 1 | 38 | 6 |
| Interstate Type Roads | 0 | 12 | 0 |
| City Streets and Roads | 1 | 138 | 18 |
| Unmarked Routes | 0 | 0 | 0 |
| Urban Total | 2 | 188 | 24 |
| RURAL | | | |
| State Routes | 1 | 6 | 1 |
| Interstate Type Roads | 0 | 2 | 2 |
| County and Local Roads | 0 | 15 | 4 |
| Unmarked Routes | 0 | 10 | 2 |
| Rural Total | 1 | 33 | 9 |

PERSONS KILLED AND INJURED BY PERSON TYPE

| PERSON TYPE | Killed | Injured | "A" Injury |
|-------------------------------------|----------|------------|------------|
| School Bus Drivers | 0 | 52 | 6 |
| School Bus Passengers (School-Age)* | 0 | 176 | 37 |
| Other School Bus Passengers | 0 | 41 | 7 |
| Other Vehicle Occupants | 3 | 155 | 18 |
| Pedestrians (School-Age)* | 0 | 7 | 1 |
| Other Pedestrians | 0 | 6 | 1 |
| Pedalcyclists | 0 | 10 | 0 |
| TOTAL | 3 | 447 | 70 |

*School-Age = Children 5-19 years of age.
School Bus = Type 1 or Type 2.

Motorcycle

Motorcycle crashes accounted for 1.6 percent of all crashes in the year 2012. The number of motorcyclists killed increased by 2.1 percent, from 145 in 2011 to 148 in 2012. These motorcycle fatalities accounted for 15.5 percent of all fatalities in 2012. The number of motorcyclists injured increased by 9.7 percent in 2012.

The figures below include motorcycles, motorscooters, motorbikes, and mopeds.

| | |
|--|-------|
| Total Crashes | 4,231 |
| Fatal Crashes | 148 |
| Injury Crashes | 3,036 |
| "A" Injury Crashes | 1,066 |
| Motorcyclists Killed | 148 |
| Motorcyclists Injured | 3,312 |
| Motorcyclists with "A" Injuries | 1,177 |
| Non-Motorcyclists Killed | 2 |
| Non-Motorcyclists Injured | 216 |
| Non-Motorcyclists with "A" Injuries | 38 |

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

| Motorcycle Maneuver | Motorcycles Involved |
|-------------------------|----------------------|
| Going Straight Ahead | 2,258 |
| Passing/Overtaking | 96 |
| Making Left Turn | 186 |
| Making Right Turn | 125 |
| Slow/Stopped in Traffic | 400 |
| Skidding/Control Loss | 572 |
| Changing Lanes | 73 |
| Other | 467 |
| Parked | 149 |
| TOTAL | 4,326 |

MOTORCYCLES INVOLVED IN SINGLE VEHICLE AND MULTI-VEHICLE CRASHES BY CRASH SEVERITY

| | Fatal | Injury | "A" Injury |
|---------------------------|-------|--------|------------|
| Single Vehicle Collisions | 69 | 1,603 | 601 |
| Multi Vehicle Collisions | 90 | 1,495 | 498 |

Taxi Cabs Involved in Crashes by Collision Type and Crash Severity

| TYPE OF COLLISION | CRASH SEVERITY | | | | Total |
|------------------------------|----------------|------------|------------|-----------------|--------------|
| | Fatal | Injury | "A" Injury | Property Damage | |
| Vehicle Overturned | 0 | 1 | 0 | 0 | 1 |
| Pedestrian | 2 | 168 | 20 | 4 | 174 |
| Train | 0 | 0 | 0 | 0 | 0 |
| Pedalcyclist | 0 | 101 | 9 | 3 | 104 |
| Animal | 0 | 0 | 0 | 13 | 13 |
| Fixed Object | 1 | 19 | 2 | 93 | 113 |
| Other Object | 0 | 1 | 0 | 10 | 11 |
| Other Non-Collision | 0 | 4 | 0 | 17 | 21 |
| Parked | 0 | 19 | 5 | 318 | 337 |
| Rear-End | 0 | 327 | 18 | 1,148 | 1,475 |
| Head-On | 0 | 13 | 4 | 10 | 23 |
| Sideswipe-Same Direction | 0 | 63 | 4 | 773 | 836 |
| Sideswipe-Opposite Direction | 0 | 6 | 2 | 39 | 45 |
| Angle | 0 | 141 | 15 | 443 | 584 |
| Turning | 0 | 136 | 15 | 594 | 730 |
| TOTAL | 3 | 999 | 94 | 3,465 | 4,467 |

Appendix and Glossary

2012 Illinois Crash Facts and Statistics

Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by the calling the telephone number listed. You may also request the information by writing the Illinois Department of Transportation, Division of Traffic Safety, at 1340 No. 9th Street, Springfield, IL 62702, or by visiting our website at www.dot.il.gov.

Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

Occupant Protection Survey Information

(217) 785-1181

<http://www.dot.il.gov/trafficsafety/tsevaluation.html>

Operation Teen Safe Driving (OTSD)

(217) 558-2497

Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.
- Distracted Driving.
- Bicycle/Pedestrian Safety.

Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

Cycle Rider Safety Training Program*

A. Northern Illinois University

NIU Outreach
155 N. 3rd Ave, Suite 408
DeKalb, IL 60115-2854
(800) 892-9607
(815)753-1683

www.outreach.niu.edu/mcycle

B. Illinois State University

5221 Motorcycle Safety
Campus Box 5221
Normal, IL 61790-5221
(800) 322-7619
(309) 438-2352

www.motorcyclesafety.ilstu.edu



C. University of Illinois

Motorcycle Rider Program
#4 Gerty Drive
Champaign, IL 61820
(800) 252-3348 (inside Illinois)
(217) 333-7856

www.mrp.illinois.edu

D. Southern Illinois University Carbondale

Motorcycle Rider Program
Safety Center-Mail Code 6731
1435 Douglas Drive
Carbondale, IL 62901
(800) 642-9589
(618) 453-2877

www.mrp.siu.edu

*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at www.dot.il.gov.

Link to Traffic-Related Key Events [2012 Key Events.pdf](#)

2012 Illinois Crash Facts and Statistics

BLOOD ALCOHOL CONCENTRATION

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver considered legally intoxicated in Illinois. Prior to July 2, 1997 the level was 0.10.

CRASH

An occurrence which takes place on a public roadway, involves a moving motor vehicle and produces death, injury, or damage in excess of \$1,500 to any one person's property when all drivers in the crash are insured. If any driver does not have insurance, the threshold is \$500. (The change in threshold was effective on January 1, 2009).

DRIVER

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, van, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

FATALITY VS. FATAL CRASH

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

INJURY CRASH

Any motor vehicle crash that results in one or more non-fatal injuries.

"A" INJURY (incapacitating injury)

Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

"B" INJURY (non-incapacitating injury)

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

"C" INJURY (possible injury)

Any injury reported or claimed which is not either an "A" or "B" injury. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

Includes location in or adjacent to a municipality or other urban area of over 5,000 population.

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

Fatalities per 100 million vehicle miles of travel (VMT).

MOTORCYCLIST

Any occupant, either operator (driver) or passenger, of a motorcycle.

PEDALCYCLIST

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, unicycles, and big wheels.

PEDESTRIAN

Any person who is not in or on a vehicle.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

A motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone. (For a full definition of a work zone, see page 24).